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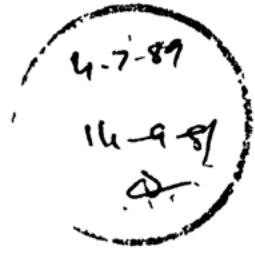
VOLUME XII, 1958.

(24th February to 10th March, 1958)



FOURTH SESSION, 1958

(Vol. XII contains Nos. 11 to 20)

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NEW DELHI

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N. B.—The sign above a name of a Member on Questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.

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LOK SABHA

Monday, 10th March, 1958.

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

MEMBER SWORN

Shri Ankush Rao Venkat Rao (Jalna)

ORAL ANSWERS TO QUESTIONS

Reorganisation of the Planning Commission

***790. Shrimati Tarkeshwari Sinha:** Will the Minister of **Planning** be pleased to state:

(a) whether there is any proposal to reorganise the Planning Commission; and

(b) if so, the main features of such organisation?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) Yes, Sir. The question of reorganising the office of the Planning Commission with a view to meeting the requirements of the Second Five Year Plan has been under consideration for some time.

(b) A statement is laid on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 97.]

Shrimati Tarkeshwari Sinha: According to item (v) of the statement, one of the objects of the reorganisation is that there should be no duplication of work. But may I know whether it has come to the attention of the Planning Commission that once projects like irrigation and power projects or proposals for land reforms are worked out in detail by the respective Ministries like the Ministry of Irrigation and Power and Food and Agriculture Ministry and they are given back to the Planning Commission for approval, they are again worked out in technical details by the Planning Commission and if so, how the Planning Commission proposes to avoid this duplication of work between the Ministries and the Planning Commission?

Shri L. N. Mishra: It is a fact that in certain cases there is duplication of the work done by the Planning Commission and the Ministries concerned. It was one of the main considerations in attempting to make this reorganisation of the Planning Commission and we hope that in future we will have greater co-ordination between the Ministries concerned and the Planning Commission. Secondly, after this reorganisation, the Planning Commission will be more properly equipped to meet these problems.

Shrimati Tarkeshwari Sinha: Has the attention of the Planning Commission been drawn to certain Press comments and criticisms to the effect that because of the economic division under the Ministry of Finance, there is always duplication of decisions and if there is any difference of opinion between the Planning Commission and the Finance Ministry, because the economic division is under the Finance Ministry, the Finance Ministry's decision prevails over that of the Planning Commission? May I know how the Government propose to avoid this?

Shri L. N. Mishra: I have seen the Press comments appearing in this connection. But it will be difficult to agree with what the hon. Member

says. The economic division even today is independent of the Ministry of Finance, except that the chief of the economic division is the Chief Economic Adviser to the Ministry of Finance and the Minister of Finance is the head of this division in his capacity as Member, Finance.

Shri Ranga: Is there any representative at all or representatives on the Planning Commission to represent the agricultural interests and if not, have Government considered the advisability of expanding the Planning Commission's personnel so that there would be representation for the agricultural interests.

Shri L. N. Mishra: If the hon. Member refers to the statement that has been placed on the Table of the House, he will find that the land reforms division is one of the divisions which is being strengthened. Till now a part-time officer has been in charge of it. So far as association of agricultural interests is concerned, this whole reorganisation is purely relating to the office of the Planning Commission and it has nothing to do with the principle, terms of reference or the constitution of the Planning Commission.

Shri Ranga: I am not asking about the number of officers or departments connected with the Planning Commission. But is it not a fact that there is no one at all to represent the agriculturists' interests whereas so far as industrialists are concerned, there are representatives?

Shri L. N. Mishra: There are people in the Planning Commission who represent the interests of the agriculturists.

Shri Ranga: No.

Shri C. D. Pande: May I know if the Government have considered the advisability of taking a decision that so far as policy is concerned, it should be left to the Government and so far as the implementation is concerned, it should be left to the Planning Commission. So far it has been the reverse; the policy is formulated by the Commission and Government implement it.

Mr. Speaker: Is the Parliamentary Secretary competent to answer this question?

Shri Keshava: May I know when this Commission was constituted, was it done under any statute of Parliament and whether the staff are bound by the rules of the Home Ministry?

Mr. Speaker: The hon. Member himself will look into it. The Planning Commission is here. You can as well ask, when was the Parliament constituted.

Shri Neswi: Do Government know whether there are ryots' organisations and farmers' forums and other bodies representing the ryots in the country?

Shri L. N. Mishra: The question relates to the reorganisation of the Planning Commission. It has nothing to do with farmers' forums and all that.

Mr. Speaker: The question is general about both office and staff personnel. In the office itself there may be a wing relating to agriculture. There may be a specialist. All these arise out of this question, but the hon. Parliamentary Secretary is not able to answer.

Shri Ranga: That is the difficulty.

Shri Hem Barua: From the statement it is seen that the advisers on programme administration are going to be more effectively associated with the work of the Planning Commission. May I know what steps the Government have so far taken to implement this close and effective association?

Shri L. N. Mishra: We are strengthening these divisions and we are having better co-ordination with the Ministries concerned.

Shrimati Tarkeshwari Sinha: May I know what are the financial implications of the reorganisation scheme?

Shri L. N. Mishra: The reorganisation is not going to cost us very much. It will be near about Rs. 75,000.

श्री भक्त दर्शन : योजना आयोग का पुनः संगठन करते समय क्या इस बात का भी ध्यान रखा जा रहा है कि देश के विभिन्न भागों की विभिन्न समस्याओं का अध्ययन करने के लिये, जैसे कि पर्वतीय क्षेत्र तथा पिछड़े हुए भागों की समस्याओं का अध्ययन करने के लिए, एक अलग सेक्शन खोला जाये ताकि वह उन भागों की विशेष समस्याओं का अध्ययन कर सके और उन पर समुचित रूप से विचार किया जा सके ?

श्री ल० ना० मिश्र : योजना आयोग का पुनः संगठन तो नहीं हो रहा है । कार्य का पुनः संगठन हो रहा है । योजना आयोग की नीति से इसका कोई ताल्लुक नहीं है ।

Shrimati Renuka Ray: Has the Planning Commission set up any machinery to assess the unorganised private sector, so that at least in the third Plan, we shall have a better over-all picture of the private sector?

Shri L. N. Mishra: How does it arise out of this question?

Mr. Speaker: These are suggestions for action. I will give the hon. Member an opportunity. Next question.

कोरिया और हिन्द चीन में भारतीय सैनिक कर्मचारी

*७९१ { श्री भक्त दर्शन / श्री स० चं० सामन्त

क्या प्रधान मंत्री एक ऐसा विवरण सभा पटल पर रखने की कृपा करेंगे जिसमें निम्नलिखित जानकारी दी हुई हो :

(क) कोरिया और हिन्द चीन में कितने भारतीय सैनिक अफसर और सैनिक अन्तर्राष्ट्रीय उत्तरदायित्व के सम्बन्ध में नियुक्त हैं;

(ख) इनमें से प्रत्येक देश में नियुक्त दल पर भारत सरकार का कितना धन व्यय हो रहा है; और

(ग) इन दलों के कब तक अन्तिम रूप से स्वदेश लौट आने की आशा है ?

वैदेशिक-कार्य मंत्री के सभा-सचिव (श्री सादत अली खां) : (क) से (ग). सूचना देने वाला एक ब्यौरा सदन की मेज़ पर रख दिया गया है । [देखिये परिशिष्ट ४, अनुबन्ध संख्या ९८]

श्री भक्त दर्शन : इस विवरण से ज्ञात होता है कि कोरिया और हिन्दचीन में हमारी सेनाओं के ऊपर अब तक २,३६,७०,००० रुपया खर्च हो चुका है । मैं जानना चाहता हूं कि इसमें से कितना धन संयुक्त राष्ट्र संघ से वसूल हो गया है और जो धन बाकी है उसको वसूल करने के लिये क्या कार्रवाई की जा रही है ?

Shri Sadath Ali Khan: There are three International Commissions in Indo-China. The Commission in Cambodia has finished most of its work and it is now there to perform certain residuary functions and to maintain liaison with the other two Commissions; the personnel in Cambodia has been reduced to the barest minimum. In Laos a political settlement has been reached and consequently the strength there is also being reduced; already a substantial reduction of more than 25 per cent. has been carried out. In Viet-Nam the *status quo* continues, but the maximum economy is being exercised consistent with the efficiency and the effectiveness of the Commission. So, these steps are being taken and we hope that as a result of these steps there will be considerable economy.

श्री भक्त दर्शन : मेरे प्रश्न को शायद सभा-सचिव महोदय नहीं समझ पाये । मैं यह जानना चाहता था कि हमारी सेनाओं पर

जो खर्चा कोरिया और हिन्द चीन में हो रहा है, जिस के सम्बन्ध में शायद संयुक्त राष्ट्र संघ से वायदा हुआ था कि वह इस खर्चे को बर्दाश्त करेंगे, तो उस को वसूल करने के लिए क्या कार्यवाही की जा रही है ?

Mr. Speaker: Are they to be recovered and, if so, from whom? That is what he wants to know.

Shri Sadath Ali Khan: Yes, Sir. I am sorry, I misunderstood the question. Out of the total expenditure of Rs. 124·8 lakhs incurred by the Government of India, expenditure to the extent of Rs. 65·19 lakhs has been estimated as recoverable from the U.N. and Chinese authorities. Rs. 59·63 lakhs out of it has already been recovered.

श्री स० चं० सामन्त : कम्बोडिया और लाओस में जो भारतीय सैनिक अफ़सर और दूसरे सैनिक लोग हैं, उन की हालत क्या है और वे कब स्वदेश वापस आयेंगे ?

अध्यक्ष महोदय : इस का जवाब दे दिया गया है ।

श्री सादत अली खां : मैं ने अभी अर्ज़ किया है ।

श्री भक्त दर्शन : क्या माननीय सभा सचिव महोदय ने अखबारों में चीन के प्रधान मंत्री का यह वक्तव्य पढ़ा है कि वह उत्तरा कोरिया से अपनी सेनायें हटा रहे हैं और क्या इस लिए भारत सरकार अमरीका और दूसरी सरकारों से इस बात का अनुरोध करेगी कि वे भी वहां से अपनी सेनाओं को हटा लें, ताकि कोरिया में स्थायी शान्ति स्थापित हो सके ?

श्री सादत अली खां : मेरी नज़र से यह बयान नहीं गुज़रा है ।

Shri Joachim Alva: Is the quantum or the ratio of the expenditure agreed to before the units are sent out?

Mr. Speaker: Were sent out, is it?

Shri Sadath Ali Khan: It is a matter for the Defence Minister, Sir.

The Minister of Defence (Shri Krishna Menon): I am sorry, I did not hear the question.

Mr. Speaker: Regarding the expenditure incurred by our Government on the three or four units sent to Korea and Indo-China, is any part of it recoverable? —that was the question. The Parliamentary Secretary answered that a sum of Rs. 124 lakhs was spent, out of which about Rs. 65 and odd lakhs were intended or agreed to be recovered and that Rs. 59 lakhs have actually been recovered. The hon. Member wants to know on what basis it is done—is it before you send the troops or after you send the troops, with whom do you agree, and how.

Shri Krishna Menon: The general principle that is adopted is—these are men of the Army of the Republic of India and they are not hired out to anybody—their ordinary pay and allowances are paid by the revenues of India, because they are troops of India and we would not hire them out to anybody even if they want; but any additional expenditure that is incurred by going there is recovered, or is hoped to be recovered, from the various organisations. In regard to the troops in Gaza Strip for example, there are still negotiations going on in this matter. In international affairs sometimes you have to send the troops in time, and these matters have to be discussed afterwards. So, their regular pay and allowances come out of our budget in the normal way. Any additional expenditure incurred comes out of these organisations. In regard to the Commissions in Indo-China, there is an arrangement whereby certain countries make a contribution to a Pool from which we draw. They fall in arrears and negotiations have to be carried on. But the basic principle is that we pay our men.

श्री स० चं० सामन्त : हिन्द चीन में भारतीय सैनिकों पर जो खर्चा हुआ, उस के

अलावा दूसरा कुछ खर्चा हुआ है या नहीं और अगर हुआ है, तो वह यू० एन० ओ० से मिलेगा या नहीं ?

Mr. Speaker: He said so: their salaries and allowances will be borne by us, the balance will be recovered.

Shri B. K. Gaikwad: Out of the expenses incurred for the Indian troops, may I know what percentage is spent by the Indian Government and what percentage is spent by the foreign Governments?

Mr. Speaker: I do not know what it is—does he mean purchase of sundries, articles of food, this and that? What I would suggest to hon. Members is this: the information elicited must help them in a debate later on or should be something which the country at large or the world must know. Questions like who purchased it etc.—they purchased it or we purchased it—they do not help us in any way. Next question, Shri D. C. Sharma.

The hon. Member will kindly get up and put it loudly; I am not able to see him.

Shri D. C. Sharma: I got up and put it.

Mr. Speaker: What is the hurry? He gets up like a lightning and sits down and then complains that he is not able to catch my eye.

Shri D. C. Sharma: I caught your eye, Sir, but you were not able to catch mine!

Mr. Speaker: Hon. Members will kindly give out the numbers distinctly.

Raw Film Industry

*792. **Shri D. C. Sharma:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any final decision has been taken regarding the selection of a site near Ootacamund, Niligiri District, Madras State; and

(b) if so, the nature thereof?

The Deputy Minister of Commerce and Industry (Shri Staish Chandra): (a) and (b). As the project itself is still in the negotiation stage, no final decision has yet been taken. Preliminary data relating to a site near Ootacamund have recently been received and are under examination.

Shri D. C. Sharma: May I know with what countries and nations the preliminary negotiations are being carried on?

Shri Satish Chandra: The negotiations are being carried on with one country only, namely East Germany to secure technical collaboration of the firm known as Agfa Wolfen.

Shri D. C. Sharma: May I know what is the present consumption of raw film in this country and what percentage of the present need will be supplied by this factory when it comes into being?

Shri Satish Chandra: The annual demand for raw films is about 300 million feet, and it is estimated to increase to 40 million feet by 1960-61. The capacity that is being provided at the factory is 500 million feet.

Shri Tyagi: What is the cost?

Shri Satish Chandra: The rough estimate at present is about Rs. 7·5 crores for the factory.

Shri Tyagi: I wanted the annual cost.

Mr. Speaker: What is the recurring charge?

Shri Satish Chandra: Does the Hon. Member mean the cost of the imported films? From January to September, 1957 we spent about Rs. 3 crores for the import of cinematograph films, X-Ray films, photographic films, roll films, etc. which will be produced by this factory.

Shri Thimmaiah: Was it not originally proposed to start this industry in Mysore, and why has it been dropped?

Shri Satish Chandra: Many sites were proposed in the beginning

Mysore was one, and then Dehra Dun, Ootacamund, Ranchi and so on. And the Expert Team which visited all these places found Ooty to be better. But the matter is still under consideration.

Shri Pattabhi Raman: In view of the prohibitive cost of raw films and in view of the excellent conditions obtaining round about Nilgiris, will Government expedite the matter of negotiations?

Mr. Speaker: With respect to Nilgiris the hon. Member is suggesting because it is in his constituency or State!

Shri Pattabhi Raman: It is not my constituency, but it happens that round about that area there is no industry.

Mr. Speaker: I am in full agreement with the hon. Member. I only suggest that these things may be reserved for the general debate. Otherwise we won't have any work there.

Shri Ranga: What is not clear is that Government have already spent Rs. 3 crores in the importation of all these materials even when they have not been able to decide where they will locate this factory.

Shri Satish Chandra: There are many factors which have to be considered before the location of the factory can be finally decided upon. All the information that was necessary has been received very recently from the Madras Government and it is now under expert examination.

Premo Pipe Factory

***793. Shri V. P. Nayar:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Premo Pipe Factory of the Indo-Norwegian Project is the only Factory in India producing the type of pipes now made in the factory; and

(b) whether the factory has any proposal for increasing its installed capacity?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) The Premo Pipe Factory is not the only unit in the country manufacturing pre-stressed concrete pipes.

(b) No specific proposal has so far been received.

Shri V. P. Nayar: Is it a fact that these pipes manufactured in that factory are self-healing and self-protecting against leakages, and is it also a fact that these are comparatively cheaper as compared to cast iron pipes of the same size?

Shri Satish Chandra: That is so.

Shri Kodiyan: May I know what are the possibilities of using these pipes for water supply systems outside Kerala?

Shri Satish Chandra: The manufacture of these prestressed concrete pipes does not come within the purview of the Industrial (Development and Regulation) Act. Any private firm which wants to start manufacture can do so if there is demand for the same.

Shri V. P. Nayar: The hon. Minister said that these pipes are cheaper than cast-iron pipes of the same size. I would like to know by what percentage it is cheaper as compared with the cost of cast iron pipes of the same size?

Shri Satish Chandra: I will require separate notice.

Export of Shellac

***795. Shri Raghunath Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the export of shellac is decreasing rapidly and

(b) if so, what are the reasons therefor?

The Minister of Commerce (Shri Kanungo): (a) and (b). A statement showing the quantitative exports of shellac from 1952-53 to 1956-57 and during the months of April 1957 to October 1957 is placed on the Table of

the Lok Sabha. [See Appendix IV annexure No. 99] Figures for exports beyond October 1957 are not available.

It will be observed from the statement that the exports were increasing during the years 1953-54 to 1956-57. As for 1957-58, a proper assessment of the trend of exports can be made only after figures for exports during the remaining five months of the year become available.

Shri Raghunath Singh: May I know if India is losing the Shellac market of the world? May I know the reason for it?

Shri Kanungo: We have not lost it yet. There is keen competition.

Shri Raghunath Singh: It appears that for the seven months the figure is 1,64,000 cwts. From the statement it appears that we are losing the market.

Shri Kanungo: I have said in the answer that for the next five months period when the maximum is exported, figures are not yet available.

Shrimati Tarkeshwari Sinha: Just now, the hon Minister said, from the statement, that exports have been increasing. May I know what is the proportionate increase in export in comparison with the proportion of increase in production of shellac?

Shri Kanungo: I have not said that it is increasing. It is keeping steady.

Shri Biren Roy: Are the Government aware that in the shellac-growing area, Purulia, which has now been added to West Bengal, the growers are not having any money in their hand, and for want of subsidy from any Government, Bihar or West Bengal, they have approached the West Bengal Government and if they do not come out with a subsidy, they will stop growing shellac in that area?

Shri Kanungo: I have no information.

Shri Raghunath Singh: Is it a fact that only three or four foreign firms have a monopoly over this industry and therefore, we get no fair price?

Shri Kanungo: I believe it is not correct, because there are umpteen number of exporters.

Shri Achar: Has the Government any proposal to improve the situation and help these people?

Shri Kanungo: Yes, Sir. About the production part of it, the Lac-cess Committee under the Food and Agriculture Ministry is working upon the production side. As regards the trade side, recently, about two months back an Export Promotion Council has been organised.

Nagas

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*797. **Shrimati Mafida Ahmed:**
Dr. Ram Subhag Singh:
Shri Raghunath Singh:
Shri Ajit Singh Sarhadi:
Shri L. Achaw Singh:
Shri N. R. Munisamy:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that some followers of Naga rebel leader Phizo are seeking asylum in Burma; and

(b) if so, whether any information has been received by the Government of India from Burma Government in this regard?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) We have no information.

(b) No, Sir.

Shri Raghunath Singh: May I know whether there was a conference of Indian and Burmese Governments about the people who ran away from the Naga area to Burma and what happened in that conference?

Shrimati Lakshmi Menon: I have no information about the conference.

Shri Raghunath Singh: It was published in the papers and I think

every body knows that there was a conference between India and Burma about the people who run away from the Naga areas and have taken asylum there.

Mr. Speaker: The India Government and the Burma Government?

Shri Raghunath Singh: Yes, Sir. Indian Government and the Burmese Government: official conference.

Mr. Speaker: How does it happen that the hon. Minister does not know?

Shrimati Lakshmi Menon: I do not know. I want notice for that.

Mr. Speaker: It must arise out of clause (b): whether any information has been received by the Government of India from Burma Government. They had talked over this.....

Shrimati Lakshmi Menon: I can answer that question, that is, the Foreign Office of the Government of the Union of Burma have disclaimed any knowledge of the receipt of any letter or the arrest by the police of any of the followers of Phizo.

Shri Hem Barua: May I know if the possible escape of Mr. Phizo and his associates to Burma is going to be one of the subjects for discussion when the Naga Hills-Tuensang Area Commissioner meets his Burmese counterpart over the question of Indo-Burma areas in dispute?

Shrimati Lakshmi Menon: It is a hypothetical question. I want notice for that also.

Shri Raghunath Singh: May I know whether the Nagas who have taken asylum in Burma have refused to come to India?

Mr. Speaker: The Burmese Gov- Government disclaims all knowledge.

Shri Raghunath Singh: The Burmese Government have requested them to go to India. They rufuse.

Shrimati Lakshmi Menon: The Burmese Government say that they do not know anything about Phizo's brothers and his companions seeking asylum in Burma. Also there is a free limit of 25 miles. If these people wander round that area, no arrest can be made by the Burmese Government. It is quite likely that some of them might have gone beyond the 25 mile limit and might have been pushed back. As far as the present question is concerned, the Burmese Government have disclaimed all knowledge of these people seeking asylum in Burma.

Shri N. R. Munisamy: May I know whether it has been brought to the notice of the Government that a dozen persons belonging to the Phizo party actually migrated to Burma area and the Burma Government have given facilities for such incoming?

Mr. Speaker: How many times has the hon. Minister to say that she has no knowledge, that the Burma Government has no knowledge?

Shrimati Lakshmi Menon: He is only repeating the question.

Mr. Speaker: I am answering for her. I am proceeding to the next question.

Rehabilitation of Migrants from East Pakistan

*801. **Shri Bimal Ghose:** Will the **Prime Minister** be pleased to state:

(a) whether Government are considering any change in their policy with regard to grant of rehabilitation benefit to future migrants from East Pakistan;

(b) if so, whether any decision has been taken in the matter; and

(c) what the decision is?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) to (c). It has been decided that Government should

not accept responsibility for extending rehabilitation benefits to future migrants from East Pakistan. Special cases may be considered individually; but, generally speaking, it will not be possible for Government to give these benefits indefinitely to an indefinite number of persons.

Shri Bimal Ghose: As the number of migrants from East Pakistan has been dwindling in recent months and as the financial provision in the Plan is unlikely to be exceeded, taking into account the present rate of migration,

.....

Mr. Speaker: What is it that he wants?

Shri Bimal Ghose:.....May I know the reasons which actuated the Government at the present moment to revise their policy?

Mr. Speaker: He said that he cannot go on allowing an indefinite number of persons to come.

Shri Bimal Ghose: The Five Year Plan says that so much shall be spent for refugee rehabilitation. We have made provision until 1962. In 1958, what is the urgency for revising the policy?

Mr. Speaker: It is rather curious. If provision is made in the Plan for Rs. 2 or 3 crores expecting that some people will come, does it mean that even if they do not come, they must be invited to come here or that you should go on indefinitely allowing all sorts of people to come? It does not arise merely because some provision has been made.

Shri Bimal Ghose: If they do not come, it will not be spent.

Mr. Speaker: They will not be allowed to come. That is a matter of policy.

Shri Bimal Ghose: I am entitled to know the reason?

Mr. Speaker: I am entitled to disallow the question.

Shri Bimal Ghose: You may disallow the question, but.....

Mr. Speaker: I am not able to see any purpose. What does it amount to? They wanted to have a change in the policy. Merely because provision is made expecting that these people will come, does it stand in the way of changing the policy?

Shri Bimal Ghose: Am I not entitled to ask if, in 1956, Government decided upon a certain policy, and if in 1958 they are going to change the policy, what has happened in these two years?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): The number of persons who came to India in 1955 and 1956 was nearly 6 lakhs, a very big number, far beyond our expectations. When we had framed our Budget estimate under the Plan, in fact, even in the first year, on account of this heavy exodus, we exceeded the target laid for that year. I might mention here that we have now over 42 lakhs of displaced persons in the Eastern region. Due to hardly any vacuum being there whether in the shape of land or employment, the position has become so acute that it is in the interests of the displaced persons who are already in India that we should revise our policy and see that if they are to be properly rehabilitated, we cannot take and we should not take any extra load upon us.

Shri Hem Barua: In view of the fact that the natural boundary between West Bengal and East Pakistan is not clearly defined, these migrants might move into West Bengal and roam about uncared for, and then there would be another problem that might disturb our economy altogether. Have Government taken this thing into account while coming to this decision?

Shri Mehr Chand Khanna: The question of the open border has been there for quite a long time. What we say now is that if a man wants to come out of East Pakistan, there can be no question of denial of migration certificate to him, taking certain priorities into consideration. What the Govern-

ment has said is this, that as far as the new migrants are concerned, we do not accept the responsibility of providing them with any relief or rehabilitation benefits except in hard cases which may be brought to our notice, and those cases will be dealt with for the purpose of relief on an *ad hoc* basis.

Mr. Speaker: Next question.

Some Hon. Members *rose*—

Shrimati Renuka Ray: May I ask a question?

Mr. Speaker: I have allowed several hon. Members. Yes, she was a Minister of Rehabilitation; she may ask.

Shrimati Renuka Ray: In view of the fact that our past experience shows that there are periods of lull and periods of emergency when people cross the frontiers all along with or without migration certificates and enter India, does the Government think that the stoppage of rehabilitation benefits bring any permanent solution to this problem?

Shri Mehr Chand Khanna: It is a big policy question. If a separate question is tabled,...

Mr. Speaker: How is this change in policy going to prevent those people coming in?

Shrimati Renuka Ray: And the question is that if large numbers of people come in and are destitute in a Welfare State, we cannot allow any one to starve. How do you propose to deal with them, even if you do not give them rehabilitation benefits? The expenditure of money on them may take place all the same.

Shri Mehr Chand Khanna: The present situation is this that after the Darjeeling conference at the end of October, 1957, when this did come out that the Government was revising its policy, we were told that it created a lot of panic and stir in East Pakistan, but the number of persons who are coming out from East Pakistan today, during the last few months, has gone down by 50 per cent.

Shrimati Renuka Ray: This has happened many times in the past. There are periods of lull and periods when emergencies arise. I want to know what the Government proposes to do when emergencies arise even if rehabilitation benefit is not given? Does Government think that it will be possible to allow these people to starve in India?

Shri Mehr Chand Khanna: When the time of emergency arises, we will look into this, but it was in the time of my hon. colleague that a decision was taken that those who have come into Bengal after June, 1954 should not be rehabilitated.

Shrimati Renuka Ray: Bengal is not all India.

Mr. Speaker: Order, order. But does it prevent the hon. Member, after she has ceased to be a Minister, to put the same question?

Shri Mehr Chand Khanna: I said it was in the time of my hon. colleague.

Shrimati Renuka Ray: On a point of explanation I must say there may not be any more room in Bengal, but it does not necessarily mean there is no room in India.

Shri Hem Barua: I may be allowed to put one question. She was a Minister, and I was the President of the Refugees' Association in Assam.

Mr. Speaker: Shri Bimal Ghose.

Shri Bimal Ghose: In the course of the answer which the hon. Minister gave, he said that there was no room for rehabilitation of refugees any more. Possibily his reference was to West Bengal, Tripura and Assam,—the eastern region—but having taken up the Dandakarnya project of 80,000 square miles, is it the hon. Minister's contention that the whole of India is unable to take any further refugees if they come along?

Shri Mehr Chand Khanna: That would be a rather very unhappy implication or insinuation, because as

far as the rest of India is concerned, only in the end of January, 1958, a conference was held in Calcutta where the Chief Ministers of various States voluntarily agreed to take quotas of displaced persons from East Pakistan. But one fact may be taken into consideration, that at the moment there are hardly any good lands available in any State. If lands are available, they can be only of a marginal or submarginal quality. As far as the Dandakaranya project is concerned, that is a long-term project. It is going to take a very long time before we can develop it, and even if we start developing the Dandakaranya project, I have such a big lot of persons in Bengal itself who are on my hands today that for them alone I will need lakhs and lakhs of acres.

Ambar Charkha

*803. **Shri Madhusudan Rao:** Will the Minister of Commerce and Industry be pleased to state:

(a) what is the progress made in the Ambar Charkha Scheme during the last two years;

(b) how far the targets fixed with regard to the manufacture of charkhas, creation of additional employment, production of yarn etc., have been achieved;

(c) what is the total subsidy given to this scheme so far; and

(d) whether any reduction in the Ambar yarn cloth target is contemplated in the light of the performance of this scheme?

The Minister of Commerce (Shri Kanungo): (a) to (d). A statement is placed on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 100]

श्री मधुसूदन राव : क्या माननीय मंत्री जी यह बता सकेंगे कि प्लैनिंग कमिशन ने सेकेन्ड फाइव इयर प्लैन में जो ३० करोड़ गज कपड़ा उत्पादन करने का लक्ष्य था उसे १५ करोड़ गज तक कम करने का आदेश दे दिया है, इस से यह साफ जाहिर होता है कि अम्बर चर्खे की स्कीम कामयाब नहीं हुई ?

श्री कानूनगो : प्लैनिंग कमिशन ने तो कोई ऐसा हुक्म नहीं दिया है, मगर जो टार्गेट रखा गया था, जांच पड़ताल से मालूम हुआ कि उतना नहीं हो सकेगा । दो साल हो गये हैं, तीसरे साल उम्मीद है कि काफी जोर से काम चलेगा ।

श्री मधुसूदन राव : इस में जो कमजोरी पाई गई है, उस को दुरुस्त करने के वास्ते गवर्नमेंट क्या तदबीर कर रही है ?

श्री कानूनगो : कमजोरी तो कोई नहीं है, जल्दी से जल्दी काम करने का खादी कमिश्नर इन्तजाम कर रहे हैं ।

सेठ गोविन्द दास : क्या इस बात की भी कोई कोशिश हो रही है कि अभी जो अम्बर चर्खा है उस में और सुधार किये जायें, और उस में अभी जो चार तकुवे लगते हैं उन के स्थान पर आठ लगाये जायें? क्या इस प्रकार के चर्खे का कोई नमूना सरकार के पास आया है ?

श्री कानूनगो : ऐसा कोई नमूना सरकार के पास नहीं आया है । अम्बर चर्खे में सुधार तो हमेशा ही चलता रहता है ।

Shri Tyagi: May I request the hon. Minister to read out the figures of the statement with regard to part (c) where the House is anxious to know the subsidy given to this scheme so far? What are the figures?

Mr. Speaker: Are they not given in (c)?

Shri Tyagi: A statement has been laid on the Table, but all Members do not know. I want the figures.

Mr. Speaker: Let them read whatever is given in the statement. If any further supplementary arises, it

is all right, but hon. Members do not read. Why should he read out?

Shri Tyagi: The convention is that a statement is laid where the answer is rather big, but in the matter of giving only figures of this subsidy, they should not be included in the statement, because the figures are only just three or four.

Mr. Speaker: Hon. Member has not looked into it. Hereafter, when a statement is laid, hon. Members will see it in the Notice Office. They will come prepared.

Shri Kanungo: Shall I read out?

Mr. Speaker: Yes, for the benefit of Shri Tyagi.

Shri Kanungo: "Information on the exact amount of subsidy paid so far on the Ambar Charkha is not available as the Khadi and Village Industries Commission makes payment of subsidy on retail sales and self-sufficiency production from out of a common fund applicable to both the Ambar Charkha and traditional charkha programmes. It is, however, estimated that a sum of about Rs. 45 lakhs has been paid as subsidy on the Ambar Charkha scheme up to the 31st December, 1957."

Shri Tyagi: I would like to know if the Government have been pleased to make any post-training survey to know as to what is the percentage of trainees who are really plying the Ambar Charkha after they have received training in the Government camps.

Shri Kanungo: The figures are there, compiled by the Khadi Commission, and the reports are placed before the House.

Shri Tyagi: What is the average wage per day earned by these people?

Shri Kanungo: Twelve annas or more.

Shri Tyagi: Absolutely wrong.

Shri Thimmaiah: May I know whether Ambar Charkhas are made available to the people, and may I know whether any Ambar Charkhas are given to the poorer sections of the people free of cost or on hire basis?

Shri Kanungo: It is not given free of cost, but it is made available in Parishramalayas free.

सेठ गोविन्द दास : क्या यह बात सही नहीं है कि अम्बर चर्खे से लोग जितना कमा सकते उतना किसी भी कुटीर उद्योग से नहीं कमाया जा सकता ?

वित्त तथा उद्योग मंत्री (श्री मोरारजी देसाई) : यह बात सही है कि और कोई भी कुटीर उद्योग ऐसा नहीं है जिस से अम्बर चर्खे जितनी कमाई मिलती है ।

Design Centre for Handloom Industry

*804. **Shri S. V. Ramaswami:** Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Unstarred Question No. 557 on the 22nd November, 1957 and state:

(a) the reasons for locating the Design Centre at Bombay;

(b) the number of looms working at present in the Centre; and

(c) the number of artisans and designers engaged in the Centre at present and where they come from?

The Minister of Commerce (Shri Kanungo): (a) This Design Centre is intended to cover the entire Western Region and as Bombay was considered the most suitable place for its location.

(b) Ten.

(c) There are at present 9 artisans and 6 Art Designers. The artisans are from Saurashtra, Tanda, Chanderi, Surat, Madras, Manipur and Nagpur. The Art Designers are from U.P., Bombay and Bengal.

Shri S. V. Ramaswami: Is it a fact that this design centre is located in the busiest commercial area of Bombay city, and it has to pay for its premises a rent of Rs. 5,500 a month, and if so, may I know why it is located in such an expensive place?

Shri Kanungo: It is located in the city of Bombay because it is supposed to be near the emporium, and it should also be in a place which will be easily accessible for export enquiries and for people to come and give their suggestions.

Shri S. V. Ramaswami: May I know the total cost of establishment *per annum?*

Shri Kanungo: In 1957-58, for all centres including Bombay, the figure was Rs. 6·50 lakhs.

Shri S. V. Ramaswami: The rent for the building is Rs. 5,500 a month. Does it warrant the location of this centre in Bombay and could it not be shifted to some other village where handloom is the main industry?

Shri Tyagi: That is the capital of industry.

The Minister of Commerce and Industry (Shri Morarji Desai): The hon. Member does not realise the importance of locating this centre in a place where facilities for research are available. It will not be possible to have these facilities in any village. I can certainly grant that the rent is high, but it is not possible to avoid it at present. And this is not the only centre that is going to work. There are going to be three or four other centres, and they will also be located in the cities—one in Madras, and the others in other places—because otherwise it is not possible to have that sort of research.

Mr. Speaker: Evidently when the hon. Member meant village, he wanted it to be Salem.

Shri Ranga: There are also other places like Sholapur, Ahmedabad etc.

Shri S. V. Ramaswami: It need not necessarily be Salem. It may be any other place in Bombay State. May I bring to the attention of the Minister the fact that the Madras centre is only paying a rent of Rs. 275 a month, whereas this centre is paying a rent of 5,500 a month, which, if it were to be injected into a village, will convert that village into a town?

Mr. Speaker: These are all arguments. I understand Shri S. V. Ramaswami to ask that whereas in Bombay there is only the mill industry and not the handloom industry, why this centre should not be located in a place where there are a number of handlooms.

Shri Kanungo: May I reply that the Bombay city is the biggest market for handloom products?

Shri Tyagi: Market and not producing centre.

Shri Ranga: Is it not a fact that the biggest handloom centre in Bombay State is Sholapur and there are also the weavers there, and if so, why is it that Government did not think of locating it there instead of locating it in Bombay?

Shri Kanungo: I said 'sales'.

Shri Ranga: Are we to understand that Government want to have these design centres only where there are consumers?

Shri Tyagi: He said 'sales'.

Shri Morarji Desai: That is not the idea. The idea is not to have the design centre only where there are consumers; but to have proper designs, you certainly require all sorts of ideas, and those ideas are available only in a place where there is the largest consumption, and there is the largest variety of tastes.

Shri V. P. Nayar: Bombay claims to have the largest variety.

Shri Morarji Desai: Yes, Bombay does claim to be the most forward in all these matters. The hon. Member will have to agree to that.

Shri S. V. Ramaswami: Do understand from the Minister

these ideas cannot be conveyed to the centre, if it is located in a rural area?

Shri Morarji Desai: That is the balance of convenience as it is conceived. But I will certainly readily grant that we shall again consider this matter further.

Shri Tyagi: That is right.

Zila Parishads

*806. **Shri Ram Krishan:** Will the Minister of **Planning** be pleased to state:

(a) whether the final decision for the constitution of *Zila Parishads* consisting of the presidents of Panchayat Samitis, M.L.A.'s and M.P.'s representing the area and the District level officers has been taken; and

(b) if so, the nature of the decision taken?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) and (b). A statement setting out the conclusions reached by the Standing Committee of the National Development Council on the 12th January, 1958 regarding the proposals of the Study Team for Community Development and National Extension Service was laid on the Table of the Lok Sabha on the 4th March, 1958 in answer to starred question No. 687. State Governments are at present engaged in considering the Study Team's proposals. It will be some time before the conclusions reached by them become available.

Shri Ram Krishan: May I know the names of the States which have agreed to set up these *zila parishadas*?

Shri L. N. Mishra: So far, we have received replies from the States of Madras, Andhra Pradesh and Punjab. These States have accepted it subject to certain modifications. There are two States, namely Bombay and Assam which have indicated their difficulty in agreeing to the conclusions or recommendations of this committee.

Shri Raghubir Sahai: The conclusions of the Mehta Committee report were considered by the National Development Council. From the statement that was laid on the Table of the House the other day, it appears that while accepting the principle of democratic decentralisation, the National Development Council referred the entire matter to the States. I would like to know why a firm decision was not taken by the National Development Council in this regard, and why such liberty was given to the States to come to their own conclusions.

Shri Tyagi: Nature-cure.

Shri L. N. Mishra: It is primarily the responsibility of the State Government to implement these decisions or recommendations. The National Development Council or the Planning Commission only took the lead in the matter, and they discussed it and accepted it in principle. And they have forwarded it to the State Governments for implementation of those decisions. The National Development Council will, of course, follow it up, and they are keeping a watch on it.

Shri Shree Narayan Das: May I know whether any of these State Governments has given any indication as to the time-limit by which they will be able to implement the recommendations of the committee?

Shri L. N. Mishra: No time-limit has been given by either the Planning Commission or by the States.

श्री भक्त दर्शन : कुछ दिनों पहले उत्तर प्रदेश की सरकार ने निर्णय किया था कि जिला बोर्डों को भंग करके जिला परिषदें बनायी जायें, लेकिन उन्होंने अब वह विचार बदल दिया है । मैं जानना चाहता हूं कि उन्होंने जो अपना विचार बदला है वह केन्द्रीय सरकार के आदेश से बदला है, और क्या उन्हें इस प्रकार की कोई हिदायतें दी गयी थीं ?

श्री ल० ना० मिश्र : आदेश का सवाल तो नहीं है । लेकिन उन्होंने लिखा है कि उनकी ख्वाहिश है कि डेवेलपमेंट काउंसिल

बने जो डिस्ट्रिक्ट बोर्ड के बदले रहे और जो नई स्कीम की रिकमेंडेशन हुई है, वह चाहते हैं कि एडवाइजरी कमेटी बनाकर उसके अनुसार काम चलावें ।

Prices of Cars

*810. **Shri N. R. Munisamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the prices of small cars manufactured in India and also those which are imported, are steadily and rapidly rising; and

(b) if so, the steps taken in the matter to get these cars made available to consumers at reasonable prices?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). A statement showing the prices in recent years of small cars produced in India is laid on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 101] Government do not consider that there has been a steady and rapid rise in their prices. The import of cars in built-up condition is not permitted on a commercial basis.

Shri N. R. Munisamy: From the statement, I find that the margin between the sale price and the net dealer price is about Rs. 1,500. May I know whether any steps will be taken in the first instance to reduce this margin to the barest minimum level, say, two to three per cent., to enable the middle class people to make their purchases, before the prices are restored to the 1955 level?

Shri Satish Chandra: If the hon. Member looks into the statement carefully, he will not see a difference of Rs. 1,500 in any case, as he says.

Shri N. R. Munisamy: We cannot be like *banias* calculating two per cent. and three per cent. here. If it is not Rs. 1,500, it may be Rs. 1,100. I find from the statement that in the case of Hindustan Landmaster, the net dealer price on 1st January, 1955 was Rs. 8,380, whereas the sale price was Rs. 10,475. We see clearly a margin of more than Rs. 1,500 here.

Shri Satish Chandra: The Tariff Commission went into this matter in 1956. I would draw the attention of the hon. Member to the report of the Tariff Commission to find out as to how they fixed the prices after a lot of consideration and after taking into account, the maintenance responsibilities, servicing etc. of the dealers, they have allowed 10 per cent. margin on the cost price. That is the present basis of calculation. So, as the price of the car in every case is about Rs. 10,000, there is enough margin of more than a thousand rupees.

Shrimati Tarkeshwari Sinha: From the statement it appears that while in the case of Fiat '1100' and Standard '10' the prices prevailing since 1955 to date are more or less the same, yet in the case of Hindustan Landmaster, the price that prevailed in 1955 was Rs. 10,475, then it came down to Rs. 9,845 in 1956 and 1957, but in 1958 it has gone up to Rs. 11,161. May I know the reason for this difference in cost and the difference in the retail price?

Shri Satish Chandra: The hon. Member will see from the statement that there has been a rise of Rs. 400 per car in the case of Fiat '1100' from 1955 to 1958. Though the rise in the dealer's price is Rs. 908, as they were allowed a higher margin during the previous years, it has been partially absorbed, and he retail price is not affected to the same extent.

As far as the Hindustan Landmaster is concerned, it was being sold in 1956 at Rs. 9,845, but the Tariff Commission on inquiry found that the Hindustan Landmaster was actually being sold to dealers at below cost price....

Shri Tyagi: Why?

Shri Satish Chandra: Just to push their sales. It was a full inquiry and they fixed a price of Rs. 10,146, and a margin of 10 per cent. was allowed in the retail price like in other cases.

Shri Joachim Alva: How is it that a poor country like India can afford the luxury of having three different kinds of small cars instead of having one simple model?

The Minister of Commerce and Industry (Shri Morarji Desai): That was the past consideration. Now they are there.

Shri Damani: What is the total production of small cars in our country and whether it is sufficient to meet the requirements? If not, what action is being taken to increase the production?

Shri Satish Chandra: The production in 1957 was about 31,000 units of cars, trucks and all other motor vehicles. The estimated demand in 1960-61 is about 65,000 vehicles. But as a percentage of components has to be imported, production has also to be limited in view of the foreign exchange shortage.

Shri Rameshwar Rao: Are Government aware that a certain Indian engineer, an employee of the Government of India, has designed a car which can be produced in India for about Rs. 4,000?

Shri Satish Chandra: I am not personally aware.

Shri Rameshwar Rao: This car was exhibited in the Industrial Exhibition in Hyderabad two years ago. Would Government like to take any further action in the matter?

Shri Morarji Desai: We shall certainly inquire. I do not know of this car myself.

Shri Tyagi: May I take it from the answers of the Deputy Minister that the Hindustan Landmaster was selling at a cheaper price but the Tariff Commission enhanced the price and forced Government to ask the producers to realise more from the consumer than what they were realising?

Shri Morarji Desai: If I may say so, the question is very wrongly put. It is not that the Tariff Commission forced Government to give more price to the producer who were giving the car at a less price. The point is that they were giving it at a lesser price and they were asking for a higher price because they said that they were put to a loss. Therefore, the matter was examined by the Tariff Commission, and then we came to this conclusion that they were selling at a loss. Therefore, the price was allowed to be enhanced.

Passport Irregularities in Bombay

*811. **Shri Raghunath Singh:**
Shri Nath Pai:
Shri S. C. Samanta:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that some Police Officers from Bombay have been suspended as a result of what is alleged to be departmental irregularities in the handling of passports; and

(b) if so, the number of Police Officers involved and the particulars of irregularities?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). Yes, two Inspectors and seven Sub-Inspectors of Special Branch II, Bombay C.I.D., have been suspended with effect from 8th February, 1958 due to gross negligence on their part in the handling of passports at the Santacruz Airport, Bombay.

Shri Raghunath Singh: How many persons have utilised false passports and have gone to foreign countries?

Shri Sadath Ali Khan: So far it has been established that about 100 such passengers have been sent to the U.K. from the Santacruz Airport, Bombay, during the past six months.

Shri Raghunath Singh: May I know whether three gentlemen by name, Huk, Mangatram and Thakurdas, are also involved in these cases?

Shri Sadath Ali Khan: Yes, that is true.

Shri Raghunath Singh: May I know whether Huq was trying to go away from India?

Shri Sadath Ali Khan: Yes, he was trying to slip out to Ceylon, but fortunately he was caught in Madras.

Shri Joachim Alva: Are Government aware that there is a real racket in forged passports both in Delhi and in Bombay, and there are quite a large number of people who are in this country with forged passports?

Shri Ranga: In Calcutta also recently.

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): We are grateful for the information.

Nangal Fertilizer and Chemicals (Private) Ltd.

*812. **Shri Daljit Singh:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether any decision has been taken at the Chandigarh meeting about the rehabilitation of the uprooted villagers from the Nangal Fertilizer Factory area; and

(b) if so, the causes of delay in implementing the scheme formulated in this connection?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b) A statement is laid on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 102.]

श्री हेमराज : गवर्नमेंट की तरफ से नांगल फरटलाइजर एंड कैमिकल्स फैक्टरी के लिये जो जमीन ली गई है, क्या उस के बारे में गवर्नमेंट की पालिसी यह है कि पेश्तर इस के कि उस का मुआवजा दिया जाय या वहां पर रहने वाले लोगों को बसाने का इन्तजाम किया जाय, उस जमीन को ले लिया जाय और उन लोगों को वहां से उखाड़ दिया जाय ?

श्री सतीश चन्द्र : जितनी जमीन ली गई है, उस का मुआवजा पंजाब गवर्नमेंट के अफ़सरान तय करते हैं । उस में से बहुत सा दिया जा चुका है और कम्पनी की तरफ़ से इस में कोई देर नहीं हुई है । जितनी भी जमीन हम लेते हैं, उस का जितना मुआवजा तय कर के हम से मांगा जाता है, वह बराबर दिया जाता है ।

श्री हेमराज : क्या गवर्नमेंट को यह मालम है कि कथेड़ा गांव में से रेलवे लाइन ले जाई जा रही है और वहां के लोगों को अभी तक मुआवजा नहीं दिया गया है और उन को बसाने का कोई इन्तजाम नहीं किया गया है ?

श्री सतीश चन्द्र : अगर वहां रेलवे लाइन बनाई गई है, तो इस बारे में रेलवे मिनिस्ट्री से पूछना चाहिये ।

Shri Daljit Singh: By what time the scheme of rehabilitation of the uprooted villagers is proposed to be completed?

Shri Satish Chandra: As far as the company is concerned, it has paid compensation, and it is paying all compensation to the State Government. The rehabilitation of these persons is mainly the responsibility of the State Government. However, the Nangal Fertiliser factory is also developing a colony for the people ousted from these villages. It has acquired an area of 75 acres which is being properly laid. The colony has been designed by the architects of the company and early steps are being taken to rehabilitate them on that land.

International Pacific Relations Conference

*813. **Shri Naldurgker:**
Shri Rameshwar Tantia:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that the International Pacific Relations Institute

held its thirteenth Conference at Lahore;

(b) if so, who were the Indian delegates who participated in this Conference; and

(c) whether it is also a fact that the Indo-Pakistan relations and particularly the Kashmir question was discussed at this Conference?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Yes, from the 3rd to 12th February, 1958.

(b) This was not an official conference and the Government of India did not participate. It is however understood that the Indian Council of World Affairs which is affiliated to the Pacific Relations Institute, sent a 4-man delegation consisting of Dr. H. N. Kunzru, Shri S. L. Poplai, Dr. B. V. Krishnamurthi and Shri Sisir Gupta.

(c) From newspapers and other reports it appears that Kashmir and some other problems of Indo-Pakistan relations were discussed at this conference.

Shri Naidurgker: May I know whether a Canadian delegate, Mr. Michael Breacher, put forward a proposal for partition of Jammu and Kashmir?

Shrimati Lakshmi Menon: He did put forward a proposal for settlement of the Kashmir issue.

Shri Ranga: Did they pass any resolution or resolutions in regard to the Kashmir question at that conference?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): No, Sir.

Shri Naidurgker: May I know whether it is a fact that an Indian delegate made a statement that India's policy of non-alignment was only limited to peace-time but in time of war, India would join one bloc or the other? May I have a categorical statement on this fact?

Shrimati Lakshmi Menon: This was an incorrect statement in the Dawn. The Indian delegation did not make a statement like that.

Villiers Colliery, Talcher

*815. **Shri Panigrahi:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether the Assistant Superintendent of Dera Government Colliery in Talcher was asked by Government to make an enquiry into continuous labour trouble and working of the Villiers Colliery at Talcher;

(b) if so, the result of the enquiry; and

(c) whether a copy of the report of enquiry will be laid on the Table?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) No. However, we are fully aware of the situation in the colliery. Prosecution has been launched for violations under the Mines Act. Necessary action has been taken to recover arrears of wages and bonus and for the implementation of the Coal Award.

(b) and (c). Do not arise.

Shri Panigrahi: May I know whether it has come to the notice of Government that workers in this colliery have not received their dues for the last 16 weeks? If so, what steps have been taken to recover the arrears?

Shri L. N. Mishra: It is a fact that workers have been denied payment of wages, bonus etc. An inquiry was made. At the intervention of the Chief Labour Commissioner, some payment was also made. But I cannot say exactly for what period full payment has not yet been made. We have all sympathies for the workers and necessary steps are being taken to recover the dues from the employer.

Shri Panigrahi: May I know whether Government is aware of the fact that due to lack of proper maintenance the entire state of the colliery had worsened and at any time any accident may occur?

Shri L. N. Mishra: Inspection was made on the charges and we have got the report from the Chief Inspector of Mines. And, from the report, I can say, most of the charges are substantially proved against the management.

Shri Basappa: May I know whether Government is contemplating the question of taking over the management of this colliery in view of the troubles there?

Shri L. N. Mishra: Not for this reason.

Shri Panigrahi: Is it a fact that the State Government has represented to the Union Government to mend matters in this colliery so that the situation might improve?

Shri L. N. Mishra: We have received some representation from the State Government to improve the situation in these mines and we are looking into it.

12 hrs.

Mr. Speaker: Question Hour is over.

Raja Mahendra Pratap: It is very bad planning that so many questions are printed and they are not answered because they are not reached.

Mr. Speaker: Hon. Members table questions and also indicate the date on which the hon. Ministers should reply. All these 50 or 60 questions may not be reached; but, we are making constant attempts to cover all. The answers are printed anyhow in the proceedings.

Raja Mahendra Pratap: The number can be then reduced.

Mr. Speaker: That means I need not allow all these questions to be on the Order Paper. I am not going to accept this recommendation.

Now, we shall take up the Short Notice Question.

Ship Explosion in Bahrein

\+

S.N.Q. No. 4. **Shri Radha Raman:**
Dr. Ram Subhag Singh:
Shrimati Ila Palchoudhuri:
Shri Shree Narayan Das:
Shri H N. Mukerjee:
Shri Muhammed Elias:
Shri Prabhat Kar:
Shri S. M. Banerjee:
Shri Ram Krishan:
Shri Assar:
Shri Raghunath Singh:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that several Indians were killed when the British freighter 'Seistan' blew up and sank near Manamah (Bahrein); and

(b) if so, the number of Indians killed and injured in that explosion?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Yes.

(b) 45 killed and 5 injured.

Shri Radha Raman: May I know whether any enquiry is held, with a view to know the causes of this accident, by the British Government?

Shrimati Lakshmi Menon: The cause of the fire is not known; and the Trade Ministry Inspectorate is making a preliminary enquiry which may be followed by a formal enquiry in London.

Shri Radha Raman: May I know whether the Indian Government has claimed any compensation in respect of the families who have lost their men?

Shrimati Lakshmi Menon: The compensation is paid by the company which recruits the seamen and they are given some compensation. If the hon. Member would like to know, I can read out the compensation paid.

Shri Joachim Alva: Has Government got a watch on the quantum of compensation which may be paid to the Indians who have disappeared with the ship and also, if there are

any foreigners, what quantum of compensation is paid to them?

Shrimati Lakshmi Menon: The compensation is paid according to the provisions of the Workmen's Compensation Act of 1923 in the case of any personal injury, including injury resulting in death by accident in the course of employment. In this case, the company has already agreed to pay the compensation.

Shri Achar: Was any Indian representative associated with that enquiry?

Shrimati Lakshmi Menon: No.

Shri Muhammed Elias: May I know whether the Government of India is thinking of giving some interim relief to these families?

Shrimati Lakshmi Menon: No.

WRITTEN ANSWERS TO QUESTIONS

Indian Trade Delegations

*785. **Shri Gajendra Prasad Sinha:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the names of the countries visited so far by the Indian Trade Delegations composed of the representatives of the State Trading Corporation and the Indian industrialists; and

(b) what was the expenditure incurred by the Corporation on the sending of such delegations to foreign countries?

The Minister of Commerce (Shri Kanungo): (a) West Germany, Italy, France, England, Luxemburg, Czechoslovakia and Yugoslavia.

(b) The estimated expenditure works out to approximately Rs. 8,200.

Manufacture of Polyenthylene

*794. **Shri Heda:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) what firms from the U.S.A. and U.K. have come forward to help India in the manufacture of polyenthylene;

(b) whether agreements have been finalised;

(c) if so, the terms thereof; and

(d) what is the production target?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) The Member presumably refers to Polyethylene. The following two firms have come forward to manufacture Polyethylene in India:

(i) Messrs. Union Carbide International Co., New York;

(ii) Messrs. Imperial Chemical Industries, U.K.

(b) Yes, Sir.

(c) It would not be in the interest of the parties concerned to disclose the terms of collaboration.

(d) The current demand for Polyetheylene is about 2·2 million lbs. It is expected to reach a level of 9 million lbs. by the end of the Second Plan period. On the basis of the capacity of 5,100 tons (11·4 million lbs.) envisaged it is expected that the production would be 8 to 9 million lbs. per year by 1960-61.

Part-time Employment

*796. **Dr. Ram Subhag Singh:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether any efforts have been made to obtain part-time employment for engaging the job-seekers in the country; and

(b) if so, what are the prospects of finding out such jobs?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) No.

(b) Does not arise.

Ford Foundation Experts

*798. **Shri Harish Chandra Mathur:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) how many Ford Foundation experts are at present working in the country;

(b) what are the various schemes on which they are working;

(c) whether there is any Central Technical pool; and

(d) if so, whether these experts are associated with that pool?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) Twenty-four in the field of small scale industries, handicrafts etc.

(b) A statement is laid on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 103.]

(c) No, Sir.

(d) Does not arise.

Faridabad Development Board

*799. **Shri Ajit Singh Sarhadi:** Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether it is a fact that there is a system of Relief Labour under the Faridabad Development Board, whereby aged people are employed and given relief;

(b) if so, the number of people who are taking advantage of the system at present;

(c) whether it is a fact that the system is to be discontinued; and

(d) if so, whether some substitute method is proposed to be taken for the continuance of relief to deserving cases?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) Yes.

(b) 55.

(c) The system is proposed to be discontinued from 31st March, 1958 as there are no Relief Works in Faridabad now on which these persons could be employed.

(d) After an economic survey of the families conducted in January, 1958 a statement indicating the decisions taken in respect of the 211 persons who were employed on relief works in the beginning of 1957 is placed on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 104.]

Newton-Chikli and Amlabad Collieries

*800. **Shri T. B. Vittal Rao:** Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Starred Question No. 265 on the 22nd May, 1957 and state:

(a) at what stage are the prosecutions launched against the Managers of Newton-Chikli and Amlabad Collieries for the violation of the provisions of Mines Act, 1952 in connection with the mining disasters in December, 1954 and February, 1955 respectively; and

(b) whether the Courts of Inquiry set up under Regulation 48 of the Indian Coal Mines Regulations, 1926 have to be reconstituted in view of the new regulations?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) The case against the manager of the Newton-Chikli Colliery was pending before the High Court at Jabalpur on a reference made to it by the trial court for a decision about the validity of the Indian Coal Mines Regulations, 1926 under which the manager is being prosecuted. The High Court in its judgment dated the 20th December, 1957 held the Regulations as valid and returned the case to the lower court for trial according to law.

A similar reference about the validity of the Indian Coal Mines Regulations, 1926 was made in the case against the manager of Amlabad Colliery. This reference is still pending before the High Court at Patna.

(b) No.

Gramdan Villages

*802. **Shri T. Sanganna:** Will the Minister of **Planning** be pleased to state:

(a) whether it is a fact that the Japanese Experts visited the Gramdan

villages in the Orissa State in January, 1958; and

(b) if so, what are their impressions?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) and (b). A statement is placed on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 105.]

Industrial Accidents in Non-Factory Establishments

*805. **Shri Vajpayee:** Will the Minister of **Labour and Employment** be pleased to state:

(a) whether the Sub-Committee set up by the Delhi Labour Advisory Board to consider the question of preventing industrial accidents in non-factory establishments in the capital has submitted its report;

(b) if so, the nature of findings and recommendations;

(c) the action taken thereupon; and

(d) if the reply to part (a) above be in the negative the time by which the report is expected to be submitted?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) No such Sub-Committee has yet been set up by the Delhi Labour Advisory Board. They propose to entrust this work to the Sub-Committee which is being set up for implementation of the Code for discipline in industry.

(b) to (d). Do not arise.

Handloom and Cottage Industry Products

*807. **Pandit D. N. Tiwary:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the exports of Handloom and other cottage industry products have decreased in recent months;

(b) if so, the reason for the same; and

(c) the value of such products exported in 1957?

The Minister of Commerce (Shri Kanungo): (a) Statistics in respect of products of cottage industries are not available in all cases. There has been a decline in recent months in the export of handloom and coir products though not very substantially for the latter. Handicraft products are not classified as such. The indications are that their exports have increased recently.

(b) The decline in export of handloom products is due to restrictions on imports imposed by certain countries and increasing competition from mill products manufactured in Japan and Hong Kong. The decline in export of coir products is not appreciable.

(c) The value of exports during 1957 (upto August) has been reported as follows:—

	(Rs. in lakhs)
(i) handloom products	360·91
(ii) coir products	54·328
(iii) handicrafts products	249·35

सरकारी कार्यालयों में सफाई निरीक्षण

*८०८. **श्री क० ग्रे० मालवीय :** क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकारी कार्यालयों की सफाई का समय-समय पर निरीक्षण करवाने के लिये कोई व्यवस्था है ;

(ख) यदि नहीं, तो क्या निकट भविष्य में ऐसी व्यवस्था की जायेगी ; और

(ग) यदि हां, तो कब तक ?

निर्माण, आवास और संभरण मंत्रालय में उपमंत्री (श्री अनिल कु० चन्दा) : (क) जी, हां ।

(ख) और (ग). सवाल पैदा ही नहीं होते ।

Hukumchand Jute Mills, Hajinagar

*809. **Shri H. N. Mukerjee:** Will the Minister of Labour and Employment be pleased to state:

(a) whether he has received complaints regarding alleged malpractices by the management of Hukumchand Jute Mills, Hajinagar, West Bengal, in respect of the Workers' provident fund administration; and

(b) whether any remedial steps have been taken?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) There was no allegation of any malpractice. However, a few employees of the mills complained to the Central Provident Fund Commissioner about the non-observance of some of the rules concerning the administration of the Provident Fund account of the Mills.

(b) Suitable steps, wherever necessary, were taken.

Punjab Cloth Mills

*814. **Sardar Iqbal Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Punjab Cloth Mills, Bhiwani in Punjab has been closed;

(b) whether Government have investigated into the causes for closure of this mill;

(c) if so, the efforts being made to re-open the mill; and

(d) whether any relief has been provided to the workers?

The Minister of Commerce (Shri Kanungo): (a) The Punjab Cotton Mills, Bhiwani, remained closed from 9th October, 1957 to 11th January, 1958.

(b) Yes, Sir.

(c) The Mills resumed working on 11th January, 1958.

(d) The question of relief to workers has been referred to the Industrial Tribunal, Jullundur, for adjudication and its award, is awaited.

Irrigation Facilities

*816. **Shrimati Ila Palchouduhri:** Will the Minister of Planning be pleased to state:

(a) whether it is a fact that the question of investigation into the causes of non-utilisation of irrigation facilities in various parts of the country is under the consideration of the Government of India; and

(b) if so, when a final decision is likely to be reached?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) Yes, Sir.

(b) Final decision was taken at the Fifth meeting of the National Development Council. In pursuance of it the Programme Advisers of the Planning Commission are now visiting the States with a view to finding out from the States' Officers the exact reasons why the available irrigation potential was not being utilised.

Andhra Irrigation Schemes

*817. **Shri M. V. Krishna Rao:** Will the Minister of Planning be pleased to state:

(a) whether the Andhra Pradesh Government have submitted to the Central Government any fresh irrigation schemes to be included in the Second Five Year Plan;

(b) if so, what are the schemes; and

(c) the action taken by the Central Government in this regard?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) Yes, Sir.

(b) A statement is laid on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 106.]

(c) Certain minor irrigation works costing Rs. 15 lakhs have been approved.

Paper Mills

*818. **Shri Siddiah:** Will the Minister of **Commerce and Industry** be pleased to lay a statement on the Table showing the progress made so far in regard to each of the paper mills licensed during the years 1955-56, 1956-57 and 1957-58?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): A statement is laid on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 107.]

Ambar Charkha Programmes

*819. **Shri Goray:** Will the Minister of **Commerce and Industry** be pleased to lay a statement on the Table showing:

(a) the number of Ambar Charkhas working in various States up to the 28th February, 1958;

(b) the total production of the yarn;

(c) the number of teachers, inspectors and supervisors appointed;

(d) the total amount spent by the Central Government on the Ambar Charkha programme during the years 1955-57; and

(e) whether a copy of the Report of the Committee appointed by the Khadi and Village Industries Commission to review the working of the Ambar Charkhas will be laid on the Table?

The Minister of Commerce (Shri Kanungo): (a) 1,14,837 charkhas were working in various States as on the 31st January, 1958.

(b) 2·71 million lbs. (Upto the 31st January, 1958).

(c) The number of teachers, inspectors and supervisors appointed upto the 31st January, 1958 was as follows:

(i) Teachers:	..	4,742
(ii) Inspectors:	..	28
(iii) Asstt. Inspectors:	..	32
(iv) Supervisors:	..	3,000

(d) During 1955-56 no Ambar Charkha Pragramme except a pilot scheme was implemented. An amount of Rs. 17.85 lakhs was spent on the pilot scheme. The expenditure of the Central Government in 1956-57 and 1957-58 on the Ambar Charkha Pragramme was as follows:—

(In Lakhs of Rupees)

Year	*Grant*	*Loan*
1956-57	118·40	193·22
1957-58 (upto 31-1-58)	85·08	359·66

(e) It is presumed that the Member is referring to the report of a Committee which the Khadi and Village Industries Commission had set up in 1957 to examine the organisation and methods of the Ambar Charkha Programme and make recommendations thereon. A copy of this report has been placed in the library of Parliament.

Cottage Industries

*820. **Shri Assar:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether there is any proposal to develop some more cottage industries in Bombay State; and

(b) if so, the nature and location thereof?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir.

(b) The details are given in the statement laid on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 108.]

Evacuee Houses in Gadaipur

*821. **Raja Mahendra Pratap:** Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) whether it is a fact that the occupants of evacuee houses, including Harijans, in Gadaipur have been asked to pay immediately the arrears of house rent which are outstanding for nearly ten years; and

(b) if so, the reasons therefor?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) Arrears amounting to Rs. 1028/25 nP. are outstanding against these occupants which are not being paid despite repeated demands in previous years. Fresh notices have been issued against them.

(b) These occupants had previously promised to pay arrears in instalments but went back on their promise.

कागज उद्योग

*८२२. श्री भक्त दर्शन :
श्री स० चं० सामन्त :

क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राज्यों के वन मंत्रियों की सिफारिशों पर कुछ समय पहले एक तदर्थ समिति नियुक्त की गयी थी जिसे सारे देश में कागज उद्योग के लिये कच्चे माल की आवश्यकता का अनुमान लगाने का भार दिया गया था ;

(ख) यदि हां, तो क्या इस बीच उस समिति ने अपना कार्य समाप्त कर लिया है ; और

(ग) क्या उक्त समिति की रिपोर्ट सभा-पटल पर रखी जायेगी ?

वाणिज्य तथा उद्योग उपमंत्री (श्री सतीशचन्द्र) : (क) जी हां ।

(ख) और (ग). तदर्थ समिति ने अपना काम पूरा करने के बाद एक प्रारम्भिक रिपोर्ट पेश की थी । इस रिपोर्ट के आधार पर राज्यों से और जानकारी मंगाई गई थी जिसे क्रमबद्ध किया जा रहा है । चूंकि यह एक प्रारम्भिक रिपोर्ट थी और इस पर अभी कारंवाई की जा रही है, इसलिये इसे इस अवस्था में प्रकाशित करना समय से पहले की बात होगी ।

Diesel Road Rollers and Engines Factory

*823. **Shri V. P. Nayar:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether any permission was sought for for setting up of a Diesel Road Rollers and Diesel Engines manufacturing factory at Kotah, with the technical assistance of Skoda in 1956;

(b) if so, the date of the application seeking permission;

(c) whether permission was given ultimately to make engines other than those required for Road Rollers;

(d) whether it is a fact that Government have permitted only the manufacture of the Aveling-Barford type of Diesel Engines for Road Rollers; and

(e) if so, the firm/company to which the license has been issued?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). An application was received on the 8th August, 1955, for a license under the Industries (Development and Regulation) Act, 1951, from a firm, namely, Messrs. J. N. Marshall and Co., Bombay, for setting up at Kotah a factory for the manufacture of diesel road rollers, diesel engines, stone crushers, tar boilers, tractor-trailors and components.

(c) No, Sir. License was issued for the manufacture of items other than the road-rollers and diesel engines. The firm was informed on the 29th February, 1956 that the manu-

facture of diesel engines will be considered separately on merits on getting details about manufacturing programme from them.

(d) A Calcutta firm has been licensed to manufacture road-rollers of Aveling Barford type, but there is no diesel engine with the same name.

(e) Diesel engines suitable for road rollers are being developed by Messrs. Simpson and Co., Madras and Messrs. Automobile Products of India, Bombay.

Indian Films

*824. **Shri D. C. Sharma:** Will the Minister of **Information and Broadcasting** be pleased to state whether it is a fact that Indian films are becoming very popular in the U. S. S. R. and that the demand for these films is increasing?

The Minister of Information and Broadcasting (Dr. Keskar): During the last 3 or 4 years, a number of Indian films have been exhibited in cinema houses in the U.S.S.R. and it is reported that the films have been very popular.

Industrial Committee on Mines

*825. **Shri T. B. Vittal Rao:** Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Starred Question No. 1626 on the 10th September, 1957 and state:

(a) whether the Industrial Committee on Mines other than Coal Mines has since been constituted;

(b) if so, whether agenda for the Committee has been finalised; and

(c) when will the meeting be held?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) and (b). Yes.

(c) In April, 1958.

Broadcasts of Tribal Music

*826. **Shri Sanganna:** Will the Minister of **Information and Broadcasting** be pleased to refer to the reply given to Starred Question No. 662 on the 29th November, 1957 and state:

(a) whether any time is allotted to the broadcast of tribal music and culture in the Stations of All India Radio which have large audience; and

(b) if so, which are these stations?

The Minister of Information and Broadcasting (Dr. Keskar): (a) Yes, Sir.

(b) Gauhati, Ranchi, Nagpur Indore-Bhopal, Cuttack and Hyderabad.

Tribal programmes are also broadcast from other Stations occasionally.

Co-operative Salt Factory, Astarang

*827. **Shri Panigrahi:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government have given any subsidy or loan to the co-operative salt factory at Astarang in the district of Puri in Orissa; and

(b) the quantity of salt manufactured and exported from that factory?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) No, Sir.

(b) The average production in the factory during the three years 1954-55 to 1956-57 was 56,000 maunds, most of which was consumed in Puri District itself. Only a small quantity was sold in the adjoining district of Cuttack.

Mundhra Group of Companies

*828. { **Shri H. N. Mukerjee:** / **Shri Muhammed Elias:**

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the attention of the Government has been drawn to alle-

gations in the Press that the complaints of the share-holders in regard to breaches of the law by the Mundhra Group of Companies remained unacknowledged and unattended to by the Regional Directorate of the Company Law Administration for a long time; and

(b) if so, the steps taken or proposed to be taken in the matter to prevent such lapses in future?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) and (b). Attention of Government has been drawn to the allegations which on enquiry have not been found to be correct. Complaints in regard to the group of companies generally known as the Mundhra Group were duly attended to in the Regional Director's office at Calcutta and acknowledgements or replies to the complainants whenever the action taken or contemplated could be disclosed, were duly sent.

Indo-Burma Border Conference

*829. **Shrimati Ila Palchoudhuri:**
Shri Raghunath Singh:
Shri S. C. Samanta:
Shri L. Achaw Singh:

Will the Prime Minister be pleased to refer to the reply given to Starred Question No. 373 on the 22nd November, 1957 and state:

(a) whether a Conference between Indian and Burmese Officers was held in respect of Indo-Burma Border matters; and

(b) if so, when and the decisions taken at the Conference?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) and (b). There is no border dispute between India and Burma. The only question that arose was in regard to the position of a village, namely, Lungwa Tingha. It was decided to have a joint inspection of the area by teams of Indian and Burmese Officers led by the Commissioner of each side. This was likely to take place on the 7th March. Our Commissioner has not returned to his headquarters at Kohima. Detailed reports, therefore, are not yet available.

Electric Motors, Switches etc.

*830. **Shri S. V. Ramaswami:** Will the Minister of Commerce and Industry be pleased to state:

(a) what is the supply position at present of electric motors, switches and starters for agricultural pumping sets;

(b) how far the indigenous production of these items is able to meet the demand;

(c) how many applications from Agriculturists of Madras State for the import of these items are pending and for how long; and

(d) through whom these items are imported, so far as Madras State is concerned?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) to (d). Information is being collected and will be laid on the Table of the Lok Sabha in due course.

Foreign Exchange Regulations Act

*831. **Dr. Ram Subhag Singh:** Will the **Prime Minister** be pleased to state:

(a) whether the attention of Government has been drawn to the reported references made in Pakistan Parliament regarding the alleged violation of the Foreign Exchange Regulations Act by India; and

(b) if so, what are the facts of the matter?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): (a) Yes.

(b) The Deputy High Commissioner for India in Pakistan, Dacca, has reported that the allegations made are completely baseless. The facts are that all payments of rent in respect of

the buildings occupied by Indian Visa Office in Rajshahi are made in Pakistan currency. Our Deputy High Commissioner has already issued on February 18th, a Press Note to this effect which was published in all local news-papers in Dacca. He has also lodged a protest with the Government of East Pakistan.

Indo-Pakistan Agreement on Visas

*832. **Shri Raghunath Singh:** Will the **Prime Minister** be pleased to state whether it is a fact that the Pakistan Government have not so far ratified the Indo-Pakistan draft agreement on visas of 1955?

The Parliamentary Secretary to the Minister of External Affairs (Shri Sadath Ali Khan): The Pakistan Government wrote to the Indian High Commission on 28th May, 1957—two years after the Agreement was signed —proposing certain amendments to the agreed recommendations. As these amendments did not effect any liberalisation of the existing visa Scheme, but in fact, constituted a retrograde step, the Government of India could not accept them.

Budget of West Bengal Government

*833. **Shri Bimal Ghose;**
Shri Biren Roy:

Will the Minister of **Planning** be pleased to state:

(a) whether there is any truth in the report as published in the *Amrita Bazar Patrika*, Calcutta edition, of 16th February, 1958 that the presentation of the complete budget of West Bengal would be delayed as the State Government has not yet been definitely informed of the money it is to get from the Centre during the ensuing financial year;

(b) if so, the reasons for this delay in intimating to the West Bengal Government the money it would receive from the Centre; and

(c) whether similar delays have occurred in regard to other State Governments?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) and (b). Discussions with the West Bengal Government regarding the State Plan for 1958-59 were held on the 16th and 17th December, 1957. As no Minister from West Bengal was able to attend these discussions, certain questions relating to the West Bengal Plan for 1958-59 had to be settled by subsequent correspondence. The total amount of assistance to be given to the West Bengal Government was intimated in a communication dated the 4th February, 1958. The West Bengal budget was presented on the 18th February, 1958.

(c) For all States, the assistance to be given for 1958-59 was agreed during the discussions or was intimated soon thereafter.

श्रमजीवी पत्रकार मजूरी बोर्ड

*८३४. श्री भक्त दर्शन :
श्री स० चं० सामन्त :
श्री दी० चं० शर्मा :

क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) श्रमजीवी पत्रकार मजूरी बोर्ड ने जो सिफारिशें की थीं, उनके प्रत्येक राज्य में समाचार पत्रों के स्वामियों द्वारा लागू किये जाने के सम्बन्ध में वर्तमान स्थिति क्या है ;

(ख) विभिन्न राज्य सरकारों ने बोर्ड के निर्णयों और तत्सम्बन्धी अधिनियम को कार्यान्वित करने के बारे में क्या कठिनाइयां बताई हैं; और

(ग) स्थिति में सुधार करने के लिये क्या विशेष कदम उठाने का विचार है ?

श्रम और रोजगार तथा योजना मंत्री के सभा-सचिव (श्री ल० ना० मिश्र) : (क) विवरण सभा की मेज पर रख दिया है । [देखिये परिशिष्ट ४, अनुबन्ध संख्या १०९]

(ख) और (ग) सुप्रीम कोर्ट के फैसले का इन्तजार है ।

Contributions to Political Parties by Companies

*835. { **Shri H. N. Mukerjee:** **Shri Muhammed Elias:**

Will the Minister of **Commerce and Industry** be pleased to state whether Government maintain a record of contributions to political parties as shown in the profit and loss accounts of the various companies during 1956-57?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): No, Sir. It is not possible to do so, as the profit and loss accounts of companies do not at present always disclose these contributions.

Sivraman Committee

*836. **Shri Panigrahi:** Will the Minister of **Planning** be pleased to state:

(a) whether additional development schemes regarding minor irrigation, pumping sets, renovation of tanks for pisciculture, grain golas, flood control and National Highways were recommended by the Sivraman Committee for meeting drought situation in Orissa;

(b) what was the amount of aid recommended for Orissa under the above schemes; and

(c) the amount of money advanced so far to Orissa under all these schemes by way of interim assistance to the drought affected State?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) Yes, Sir.

(b) and (c). A statement is laid on the Table of the Lok Sabha. [See Appendix IV, annexure No. 110.]

अन्तर्राष्ट्रीय श्रम संगठन का प्रशासक मण्डल

१०६६. **श्री म० ला० द्विवेदी** : क्या **श्रम और रोजगार** मंत्री यह बताने की कृपा करेंगे कि :

(क) अन्तर्राष्ट्रीय श्रम संगठन के प्रशासक मण्डल की १९५६ में जो तीन बैठकें हुईं, उन में भारतीय प्रतिनिधियों ने क्या काम किया ; और

(ख) इन बैठकों में किये गये निश्चयों को भारत में किस सीमा तक लागू किया गया है ?

श्रम और रोजगार तथा योजना मंत्री के सभा-सचिव (श्री ल० ना० मिश्र) : (क) भारतीय प्रतिनिधियों ने विचार-विमर्श में सक्रिय भाग लिया ।

(ख) प्रशासक मंडल अन्तर्राष्ट्रीय श्रम संगठन की कार्य-कारिणी संस्था है । इसके निर्णय अन्तर्राष्ट्रीय श्रम कार्यालय के लिये निर्देश के रूप में और साधारण अधिवेशन के लिये सिफारिशों के रूप में होते हैं । इसलिये साधारणत: सदस्य राज्यों द्वारा प्रशासक मंडल के फैसलों को अमल में लाने का प्रश्न पैदा नहीं होता ।

प्लाईवुड की चाय की पेटियों के निर्माता

१०६७. **श्री म० ला० द्विवेदी** : क्या **वाणिज्य तथा उद्योग** मंत्री यह बताने की कृपा करेंगे कि :

(क) प्लाईवुड की चाय की पेटियों के निर्माताओं को बढ़िया और सस्ते किस्म की

प्लाईवुड तैयार करने वाले पर्वान्त उपकरण लगाने के लिये १९५६ में जो निदेश दिये गये थे उसका क्या परिणाम हुआ ; और

(ख) कितने निर्माताओं ने इस सम्बन्ध में इस बीच आवश्यक उपकरण लगा लिये हैं ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) तथा (ख). शायद माननीय सदस्य का आशय चाय की पेटियां बनाने के काम आने वाली अच्छी किस्म की प्लाईवुड से है। १९५५ (न कि १९५६) में सरकार द्वारा दिये गये निर्देशों के फलस्वरूप २३ कारखानों में उपयुक्त उपकरण लगाये जा चुके हैं। इस देशी माल की किस्म भारतीय प्रतिमानशाला द्वारा निर्धारित प्रतिमानों के अनुरूप है और यह माल आयात किये गये माल के मुकाबिले का है। अन्य १८ कारखानों ने भी —उपकरण खरीदने का प्रबन्ध कर लिया है तथा उनको लगाया जा रहा है।

मोटर टायर

१०६८. **श्री म० ल० द्विवेदी** : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) मोटर गाड़ियों के ४ लाख टायर बनाने की अतिरिक्त क्षमता स्थापित करने के लिये जो लाइसेंस दिये गये हैं उनके फलस्वरूप उत्पादन बढ़ाने की दिशा में क्या प्रगति हुई है ;

(ख) लाइसेंस किसे किसे दिये गये हैं ; और

(ग) लाइसेंस देते समय किन बातों को ध्यान में रखा गया है ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) और (ख). एक विवरण सभा में रख दी है। [देखिये परिशिष्ट ४, अनुबन्ध संख्या १११]

(ग) लाइसेंस देते समय इन मुख्य बातों को ध्यान में रखा गया है :—

(१) देश की तथा निर्यात की आवश्यकताएं पूरी करने के लिये अतिरिक्त उत्पादन क्षमता स्थापित करने की जरूरत।

(२) प्रार्थी की यह सामान्य सामर्थ्य कि वह न्यूनतम समय में योजना पर सफलतापूर्वक अमल कर सकता है या नहीं।

(३) शैल्पिक तथा वित्तीय दृष्टि से योजना मजबूत है या नहीं तथा प्रार्थी के पास शैल्पिक ज्ञान है या नहीं।

(४) सरकारी नीति के अनुसार पूंजीगत उपकरण आयात करने का प्रबन्ध हो सकता है या नहीं।

(५) स्वदेशी कच्चे मालों का प्रयोग हो सकेगा या नहीं।

(६) इससे भारतीय उद्योग को कितना प्रोत्साहन मिलेगा।

सरकारी मुद्रणालय

१०६९. **श्री म० ल० द्विवेदी** : क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकारी मुद्रणालयों में काम की किस्म सुधारने के लिये क्या कार्यवाही की गयी है ;

(ख) १९५६-५७ में उन मुद्रणालयों के कर्मचारियों ने क्या शिकायतें कीं और उन्हें दूर करने के लिये क्या किया गया ;

(ग) इन मुद्रणालयों के कर्मचारियों को कितने घंटे काम करना पड़ता है और उन्हें छुट्टी आदि की क्या सुविधायें दी गयी हैं ;

(घ) क्या इन कर्मचारियों को गैर-सरकारी मुद्रणालयों में अतिरिक्त समय में काम करने की अनुमति है ;

(ङ) जो कर्मचारी गैर-सरकारी मुद्रणालयों में छिपे तौर पर ठेके पर काम करते हैं, उन्हें पकड़ने के लिये क्या व्यवस्था है ; और

(च) क्या ऐसा कोई मामला अब तक पकड़ा गया है ?

निर्माण, आवास और संभरण मंत्री (श्री क० ब्र० रेड्डी): (क) भारत सरकार के छापाखानों के कार्य में सुधार करने के लिये निम्नलिखित कार्यवाहियां की गई हैं :—

(१) पिछले कुछ वर्षों में पुरानी और टूटी हुई मशीनों के स्थान पर धीरे धीरे नई और आधुनिक मशीनों को लगा दिया गया है ;

(२) भारत सरकार के छापाखानों में नौकरी देने से पहले, छपाई के व्यवसाय में लगे हुए कारीगरों को ट्रेनिंग देने के लिये भारत सरकार के कुछ छापाखानों में ४ वर्ष की ट्रेड एपरेन्टिसशिप स्कीम चालू की जा रही है ।

(ख) मुख्य शिकायतें निम्नलिखित थीं :—

(१) तृतीय श्रेणी कर्मचारियों को कन्ट्रीब्यूट्री प्रोवीडेंट फन्ड के स्थान पर पेन्शन पाने के अधिकार देना ;

(२) वेतनों को फिर से निश्चित करना और मंहगाई भत्ते को बढ़ाना ;

(३) नये वेतन कमीशन की नियुक्ति ;

(४) औद्योगिक तृतीय श्रेणी कर्मचारियों के छुट्टी के नियमों को उदारपूर्वक बनाना ;

(५) औद्योगिक कर्मचारियों को यात्रा रियायत (Travel Allowance) देना ।

(१), (३) और (४) क्रम संख्या में दी गई मांगें पूरी की जा चुकी हैं । (२) और (५) क्रम संख्या में दी गई मांगें वेतन कमीशन द्वारा विचार की जायेंगी ।

(ग) दिन की पारी में काम करने वाले छापाखाने के कर्मचारी प्रत्येक हफ्ते में ४४ घंटे काम करते हैं और जो रात की पारी में काम करते हैं उनको ३८ घंटे काम करना पड़ता है । वे उपार्जित छुट्टी, बीमारी की छुट्टी और आकस्मिक छुट्टी के अधिकारी हैं ।

(घ) नहीं ।

(ङ) सरकारी कर्मचारी आचरण नियम (Government Servants Conduct Rules) के अन्तर्गत ऐसा कार्य करने का निषेध है और प्रबन्धक यह जानने के लिये कि समस्त सम्बन्धित कर्मचारियों के द्वारा नियमों का पालन हो रहा है, देखभाल करते रहते हैं ।

(च) पिछले एक साल में कोई ऐसा मामला ध्यान में नहीं आया है ।

बम्बई में कार्यालय भवन

१०७०. **श्री म० ला० द्विवेदी** : क्या **निर्माण, आवास और संभरण** मंत्री यह बताने की कृपा करेंगे कि :

(क) बम्बई में मार्च, १९५७ तक ९०,००० वर्ग फीट का जो कार्यालय भवन बनाया जाने वाला था क्या वह बन कर तैयार हो गया है ;

(ख) यदि हां, तो उपरोक्त भवन में कौन-कौन से कार्यालय रखे गये हैं ; और

(ग) इस भवन के बन जाने से सरकार ने कितने गैर-सरकारी मकान खाली कर दिये हैं ?

निर्माण, आवास और संभरण मंत्री (श्री क० ब्र० रेड्डी) : (क) आरम्भ में यह सोचा गया था कि आयकर भवन के विस्तार का कार्य मार्च १९५७ तक समाप्त हो जायेगा । परन्तु आवश्यक वस्तुओं की कमी होने के कारण ठेकेदारों को और समय दिया गया । भवन के निर्माण का कार्य अब पूरा हो चुका है परन्तु उस में इस्पात की खिड़कियां, सफाई के साधन और लिफ्ट लगाने का कार्य अभी बाकी है । आशा है कि भवन हर प्रकार से इस वर्ष जुलाई में पूरा हो जायेगा ।

(ख) ४०,००० वर्ग फुट स्थान उन कार्यालयों को दिया जायेगा जो इस समय पहली आर० ए० एफ० वेस पोस्टल डिपो की अल्पकालिक इमारतों में हैं जो गिराई जाने वाली हैं । ३४,००० वर्ग फुट स्थान आयकर विभाग की स्थान की कमी को दूर करने के लिये आयकर विभाग को दिया जायेगा जोकि पहले से ही आयकर भवन में काम कर रहे हैं । शेष स्थान प्रधान लेखाकार, बम्बई और विभिन्न छोटे कार्यालयों को दिया जायगा ।

(ग) भाग (ख) में बतलाये हुए स्थान देने के पश्चात् भी बम्बई में केन्द्रीय सरकारी कार्यालयों के लिये लगभग ९०,००० वर्ग फुट स्थान की फिर भी कमी रहेगी । इसलिये इस भवन के बन जाने के पश्चात् भी सरकार का गैर सरकारी इमारतों को खाली करने का कोई विचार नहीं है ।

Manufacture of raw film

1071 **Shri Damani:**
Shri Biren Roy:
Shri Madhusudan Rao:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether any decision has been taken by Government on the initial project report from an East German firm for manufacturing of raw film in India;

(b) if so, the nature and character of the manufacturing unit and the estimated cost of this project; and

(c) if no decision has yet been taken, how long will it take to arrive at the decision?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (c). It has been decided in principle with the concurrence of the Planning Commission to set up a plant for manufacturing raw film and other photographic materials. These details are under examination and will be negotiated with a team of foreign experts who are expected to arrive in India in the next few months.

Compensation Claims

1072. **Shri Vajpayee:** Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) the number of compensation claims pending disposal on the 1st January, 1957, in the office of the Regional Settlement Commissioner, New Delhi;

(b) the number of such cases disposed during 1957;

(c) the number of cases under priority category which were pending disposal on the 1st January, 1957; and

(d) the number of priority category cases pending over two years?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) 63,069.

(b) 14,666.

(c) 3,081.

(d) 367.

Radio Activity

1073. Shri Narasimhan: Will the **Prime Minister** be pleased to state:

(a) whether any sample survey is proposed to be taken to find out the concentration of the radio active fall-out (strontium-90) in the bone structure of the population in the country; and

(b) if so, when?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): (a) and (b). Work on a project to study the Strontium-90 content in the human bone has already started at the Atomic Energy Establishment Trombay. As a preliminary step towards this study, measurements of Strontium-90 in food stuffs such as vegetables and milk have been undertaken. Similar studies in respect of bone samples will be taken up shortly.

Subsidised Industrial Housing Schemes

1074. Shri Pangarkar: Will the Minister of **Works, Housing and Supply** be pleased to state the number of houses built for the industrial workers during 1957-58 so far State-wise under the subsidised Industrial Housing Scheme?

The Deputy Minister of Works, Housing and Supply (Shri Anil K. Chanda): A statement showing the number of houses built under the Subsidised Industrial Housing Scheme from the 1st April, 1957, to the 31st December, 1957, state-wise, is attached. [*See* Appendix IV, annexure No. 112.]

Employment Exchanges, Rajasthan

1075. Shri Onkar Lal: Will the Minister of **Labour and Employment** be pleased to state the number of Employment Exchanges proposed to be opened in Rajasthan during 1958?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): Two.

Import of Cotton

1076. Shri V. P. Nayar: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the ceiling fixed for the import of U.S. Cotton under P.L. 665;

(b) the number of applications entertained for the grant of import licences on and before the due date for the period from January—June or January to December, 1958; and

(c) the names of the first ten firms, individuals or companies to whom the licences have been given for the largest quantities and the quota allotted in each case?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (c). A statement is attached. [*See* Appendix IV, annexure No. 113.]

Employment Exchanges

1077. Shri Kalika Singh: Will the Minister of **Labour and Employment** be pleased to state:

(a) the names of districts in U.P. State where there are no Employment Exchanges so far;

(b) whether there is any scheme to open Employment Exchanges in every district of India co-ordinating its scheme with those of the State Governments; and

(c) if so, how far the Scheme has been implemented?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) Hamirpur, Unnao, Mainpuri, Fatehpur; Jaunpur; Partapgarh; Azamgarh; Badaun; Pilibhit; Bahraich; Basti; Deoria; Jalaun; Barabanki; Hardoi; Rai Bareili; Sultanpur; Kheri-Lakhimpur; Ghazipur and Etah. (20 districts).

(b) and (c). Under the Second Five Year Plan, it is proposed to set up Employment Exchanges at places of industrial importance in the first instance. The ultimate aim is to have an Employment Exchange in each administrative district.

53 new Employment Exchanges have, so far, been opened in the country under this Scheme.

Pharmaceutical Industry

1078. Shri V. P. Nayar: Will the Minister of Commerce and Industry be pleased to lay a statement on the Table showing the position of India in the manufacture of basic drugs and intermediates for the pharmaceutical industry?

The Minister of Commerce and Industry (Shri Morarji Desai): A statement giving the required information is attached. [*See* Appendix IV, annexure No. 114.]

Cottage Industries in Andhra

1079. Shri M. V. Krishna Rao: Will the Minister of Commerce and Industry be pleased to state:

(a) whether there is any proposal to develop some more cottage industries in Andhra Pradesh; and

(b) if so, the nature and location thereof?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Yes, Sir.

(b) The nature and location of cottage industries proposed to be developed in Andhra Pradesh in 1958-59 are broadly as follows:

(i) *Handicrafts.*—The State Government submitted 88 schemes for implementation in 1958-59. Of these 21 had been approved involving Central assistance of Rs. 2:51 lakhs as grants and Rs. 0 98 lakhs as loans. Out of these 21 schemes the following will be new:

(1) Silver filigree works on co-operative lines at Karimnagar.

(2) Ivory and horn industry at Secunderabad.

(3) Beeds works at Jangaon, Warrangal.

(4) Lacquerwood toy industry at Ettikoppaka, Visakhapatnam.

(5) Bamboo basket making at Guntakal and Arakar.

(6) Wood toy industry at Trichanur.

(7) Basket making at Kellore, Kudur and Thampala.

(8) Kalamkari industry on co-operative basis.

(9) Ivory and tortoise shell and horn industry on co-operative lines at Visakhapatnam.

(10) Mat weaving industry on co-operative lines at Venkatachalam Community Project Area.

(11) Provision of housing facilities and a common production programme for *himroo* weavers and *bidri* craftsmen in rural areas.

(12) Inter-state marketing at the Central Sales Emporium, Vijayawada; opening of two class I depots at Warrangal and Visakhapatnam, three Class II procurement-cum-sales depots at Anantpur, Ellura and Karimnagar and four class II depots at Nellore, Kakinada, Prodattur and Sirpur.

(13) Suprvey of handicrafts in Andhra Pradesh and training centres for Kodapalli toys.

(ii) *Village Industries.*—The one entirely new scheme is for the extraction of a new fibre from date palm. It is till under consideration.

(iii) *Sericulture.*—Efforts are being made to introduce and develop *eri* and *tassar* culture at Venkatapur (East Godavari), Pyapally (Karnool district) and also in Mahboobnagar and Karimnagar districts.

In addition to the above proposals there is a scheme for the development of coir industry in Andhra Pradesh under the Second Five Year Plan. The details of this scheme are yet to be drawn up. The All India Handloom Board has not finalised the schemes which it would like to implement in that State in the coming year.

Group of Birla Companies

1080. Shri V. P. Nayar: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the number of companies in which the Group of Birla Companies have the controlling shares; and

(b) the estimated total turnover of the business of such companies in 1956-57?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Information is not readily available. It is however known that the three Birla Managing Agency Companies which are presumably referred to as the 'Birla Group', manage and control 50 companies of which 22 companies are subsidiaries;

(b) according to their latest annual accounts, (not all of which will coincide with 1956-57) the annual turnover of the above companies comes to Rs. 82·4 crores.

उत्तर प्रदेश में गृह-निर्माण योजनायें

१०८१. **श्री सरजू पांडे :** क्या निर्माण, आवास और संभरण मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष १९५६-५७ के लिये विभिन्न गृह-निर्माण योजनाओं के हेतु उत्तरप्रदेश को कितनी धनराशि दी गई ; और

(ख) क्या उस में से कुछ धनराशि बिना खर्च की हुई बाकी बची है ?

निर्माण, आवास और संभरण मंत्री (श्री क० च० रेड्डी) : (क) और (ख). आवश्यक सूचना का विवरण साथ में लगा दिया गया है । [देखिये परिशिष्ट ४, अनुबन्ध संख्या ११५].

Educated Unemployed in Kerala

1082. Shri Kumaran: Will the Minister of **Labour and Employment** be pleased to state:

(a) the number of persons selected and given training uptodate under the Pilot Scheme for the Educated Unemployed in the Kerala State; and

(b) how many of them have so far been absorbed in workshops established by the Government of India?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) 365 were originally given training for a period of nine months and it is proposed to give further training to 168 out of the said 365, as they failed to acquire the required standard.

(b) About 60 to 70 frainees intended for the Thiruvella Workshop are being given in-plant training at Madras.

A.I.R. Station at Tiruchi

1083. Shri Nanjappa: Will the Minister of **Information and Broadcasting** be pleased to state:

(a) the progress so far made in the installation of 50 Kw. Sw. transmitter

for All India Radio at Tiruchi, Madras State; and

(b) when the Station is likely to begin functioning?

The Minister of Information and Broadcasting (Dr. Keskar): (a) The 50 KW transmitter which is being installed at Tiruchi is a medium-wave and not a short-wave transmitter. The site for the installation of this transmitter has already been acquired and the construction of the building will be taken in hand shortly. Orders for the purchase of equipment have been placed; some of the ancillary equipment has already been received.

(b) the transmitted is expected to come into service during 1959.

National Industrial Development Corporation

1085. **Shri Rameshwar Tantia:**
Shri Ram Krishna:
Shri Damani:

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No. 274 on the 19th November, 1957 and state:

(a) the names of the firms which have applied for loans from the National Industrial Development Corporation for the rehabilitation and modernisation of Jute and Cotton Textile industries; and

(b) the names of the firms to whom the above loans have since been granted and the amount thereof in each case?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). A statement is attached. [*See* Appendix IV, annexure No. 116.]

Porto Novo Salt Factory, South Arcot

1086. Shri Elayaperumal: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government have received an application from the Manager, Porto Novo Salt Factory, South Arcot District, Madras State, for aid and loan to improve that area; and

(b) if so, what action has been taken thereon?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Yes, Sir.

(b) Rules for the grant of loans to salt manufacturers are being framed. The application from the Proto Novo Salt Factory for loan will be considered when the rules are finalised.

Mining Areas in Orissa

1087. Shri Panigrahi: Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether it is a fact that Government have a proposal to produce films on the mining areas in Orissa; and

(b) if so, the details thereof?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). There is no proposal to produce a film about the mining areas only. Films Division have on its production programme a documentary entitled "Orissa—its Land and People" in which it is proposed to cover among other things, the Natural resources and industry in Orissa including mining.

Anti-Indian Broadcasts

1088. Shri Rameshwar Tantia: Will the **Prime Minister** be pleased to state:

(a) whether Government are aware of a news item published in the Scotsman, Edinburgh, on the 21st December, 1957, under the heading "Expel Indians" and "Nasser appeals to Africa"; and

(b) whether it is a fact that the Cairo Radio on the 16th December, 1957 in its "Voice of Free Africa" broadcasts criticised the attitude of India to the question of segregation in East Africa and that the language

of the broadcast was anti-Indian to the extreme?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): (a) Yes.

(b) We are not aware of this. We have been assured by Egyptian authorities that no Egyptian broadcast has been made which contained anything against India.

Tea Industry

1089. Dr. K. B. Menon: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the amount of profit earned by the tea industry annually since 1951;

(b) the amount of dividend repatriated each year out of India during the same period; and

(c) the total annual wage bill?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Precise information is not available. The Plantation Inquiry Commission, however, had furnished data about profits earned by some Companies which is contained in the attached statement. [*See* Appendix IV, annexure No. 117.]

(b) Information is being collected.

(c) Total cash wage bill of the industry was estimated by the Plantation Inquiry Commission to be of the order of Rs. 42 crores for 1953 (excluding amenities provided to labour which is estimated at Rs. 6 crores). Information for subsequent years is not available.

Territorial and Fishing Rights

1090. Shri N. R. Munisamy: Will the **Prime Minister** be pleased to state whether any international convention regarding territorial and fishing rights of the sovereign States as recommended by the International Law Commission has been evolved?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): No, this subject is under discussion at the conference on Law of the Sea now meeting at Geneva.

Sarvodaya Movement

1091. Shri B. C. Mullick:
Shri Hem Barua:

Will the Minister of **Planning** be pleased to state the amount of financial assistance provided for various activities associated with the Sarvodaya movement by Central Government?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): A statement is placed on the Table of the Lok Sabha. [*See* Appendix IV, annexure No. 118.]

Displaced Persons from West Pakistan

1092 Shri D. C. Sharma:
Shri Daljit Singh:

Will the Minister of **Rehabilitation and Minority Affairs** be pleased to state:

(a) the number of Claimant displaced persons from West Pakistan resettled in Punjab so far;

(b) the number of families whose claims have been paid up so far;

(c) the amount paid in (i) cash and (ii) kind; and

(d) how many claims and of what amount are yet to be paid?

The Minister of Rehabilitation and Minority Affairs (Shri Mehr Chand Khanna): (a) The number of claiman displaced persons from West Pakistan who have filed their compensation applications upto 31st December, 1957 is 1,87,495.

(b) Upto 31st January, 1958, payment had been made to 86,481 claimants.

(c) The break up of the amount paid upto 31st January, 1958 is as follows:

(1) By cash	Rs. 12,84,49,416
(2) By transfer of property	Rs. 6,36,36,231
(3) By adjustment of public dues	Rs. 2,92,42,704
Total:	Rs. 22,13,28,351

(d) the number of claimants who have yet to be paid is 1,01,014. As regards amount, it is not possible to give any precise information till all the cases have been finalised.

Employees in Indian Embassies

1093. Shri D. C. Sharma: Will the **Prime Minister** be pleased to state:

(a) the total number of employees in the Offices of the Indian Embassies in France and Burma;

(b) how many of these are Indians and how many are foreigners;

(c) whether it is a fact that the foreign staff has asked for increase in their salaries; and

(d) if so, the decision taken by Government in the matter?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): (a) and (b). 94 in France of whom 50 are non-Indians and 160 in Burma of whom 5 are non-Indians.

(c) and (d). In Burma revised scales of pay have been sanctioned on the basis of recommendations of the Foreign Service Inspectors, but certain points regarding the implementation of this decision have been under consideration. These have now been settled and orders will issue shortly. As regards France, certain proposals have recently been received from the Indian Embassy there and are under examination.

Import of Toilet Goods

1094. Shri D. C. Sharma: Will the **Minister of Commerce and Industry** be pleased to state:

(a) the quantity of toilet goods imported at present;

(b) the country from which maximum quantity is imported and the name of the commodity; and

(c) the steps taken to reduce the import of toilet goods?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) At present toilet goods are not imported into the country.

(b) and (c). Do not arise.

Financial Assistance to the Private Sector

1095. Shri Jhulan Sinha: Will the Minister of **Commerce and Industry** be pleased to state the total amount sanctioned for and paid to the private sector for the industrial development and expansion by way of subsidy, grants and loans through the National Industrial Development Corporation and otherwise during the last five years?

The Minister of Commerce and Industry (Shri Morarji Desai): It is presumed that the hon. Member requires information only about large scale industries in the Private sector. A statement giving the information is attached. [*See* Appendix IV, annexure No. 119.]

Construction of Quarters for Coal Miners

1096. Shri T. B. Vittal Rao: Will the Minister of **Labour and Employment** be pleased to state:

(a) the total number of quarters constructed up to the end of February, 1958 by the Coal Mines Labour Welfare Fund Organisation for Coal Miners;

(b) the number of quarters likely to be constructed during the remaining period of 1958; and

(c) the number of quarters allotted to Singarian Collieries Company during the Second Plan period so far?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) 5064. Of this 2153 houses were constructed by the Fund and 2911 houses under the Fund's Subsidy Scheme.

(b) About 10,920.

(c) 200.

Indo-Pak Border

1097. Shri Vajpayee: Will the **Prime Minister** be pleased to refer to the reply given to Starred Question No. 1234 on the 18th December, 1957, and state the number of Pakistani villages which have come over to India as a result of rivers changing their courses on the Indo-Pakistan border?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): There are now forty-four Pakistani villages on the Indian side of the rivers.

Imports from Italy

1098. Shri Vajpayee: Will the Minister of **Commerce and Industry** be pleased to state the total value of imports into India from Italy during 1954-55 and 1956-57?

The Minister of Commerce and Industry (Shri Morarji Desai): The total value of imports into India from Italy during 1954-55 and 1956-57 was Rs. 2,052 lakhs and 2,657 lakhs respectively.

President's Estate in Delhi

1099. Shri Muhammed Elias: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) the total area of the President's Estate in Delhi; and

(b) the total area of covered space in the above Estate?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) About 340 acres.

(b) About 13·63 lakh sq. ft.

Sale of Tea

1100. Shri Muhammed Elias: Will the Minister of **Commerce and Industry** be pleased to state:

(a) how many chests of tea have been sold during the tea season 1957-58 upto Sale No. 25 in Calcutta;

(b) how much quantity has been sold in the auctions through British controlled broking firms out of the total sales; and

(c) the quantity sold in the auctions through Indian controlled broking firms?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) 14,61,787 chests of tea.

(b) 11,83,106 chests sold through three non-Indian controlled broking firms.

(c) 2,78,681 chests sold through four Indian controlled broking firms.

Cement

1101. Pandit D. N. Tiwary: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the production of cement in 1957 has exceeded the target as envisaged in the Second Five Year Plan;

(b) whether there is any proposal to decontrol the cement; and

(c) the present position of stock in the country?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). No, Sir.

(c) The stock with the cement factories on the 1st February, 1958 was 100,619 tons against a total production of 594.842 tons in January, 1958.

भारतीय विदेश सेवा

११०२. **श्री क० म० मालवीय :** क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि शिक्षा मंत्रालय के कर्मचारी भारतीय विदेश सेवा

के वर्ग 'ख' में नियुक्त नहीं किये जाते हैं ; और

(ख) यदि हां, तो विदेशों में स्थित हमारे राजदूतावासों में सांस्कृतिक तथा इस प्रकार के अन्य कार्यों को निबटाने के लिये किस रूप में नियुक्तियां की जाती हैं ?

प्रधान मंत्री तथा वैदेशिक-कार्य और वित्त मंत्री (श्री जवाहरलाल नेहरू) : (क) भारतीय विदेश सेवा 'ख' इस उद्देश्य से बनाई गई है कि हमारे विदेश स्थित मिशनों में राजनयिक, व्यापारिक और कांसुली कार्यों के लिये लोगों की नियुक्तियां की जायें । इस का सम्बन्ध सांस्कृतिक अथवा इसी प्रकार के अन्य कार्यों से नहीं है । इस कारण सांस्कृतिक तथा इस प्रकार के अन्य कार्यों के लिये शिक्षा मंत्रालय से लोगों को भरती करने का प्रश्न ही नहीं उठता । फिर भी, शिक्षा मंत्रालय के कर्मचारियों को अपनी योग्यता के बल पर इस सेवा में भरती होने के लिये प्रार्थनापत्र भेजने का अधिकार है और जो लोग योग्य अथवा अधिकारी पाये गये हैं उनकी नियुक्तियों पर विचार किया गया है ।

(ख) विदेशों में सांस्कृतिक प्रचार करने का काम जन-संपर्क (पब्लिक रिलेशंस) और ऐसे अफ़सरों के जिम्मे है जो बाहरी प्रचार का काम करते हैं । लन्दन, वाशिंगटन, बौन और नैरोबी में शिक्षा मंत्रालय ने खास अपने अफ़सर नियुक्त किये हैं कि वे विदेशों के विद्यार्थियों की शिक्षा और संस्कृति सम्बन्धी आवश्यकताओं को पूरा करें ।

विस्थापित व्यक्तियों के लिये प्रतिकर

११०३. श्री प० ला० बाकपाल : क्या पुनर्वास तथा अल्पसंख्यक-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) जाली दस्तावेजों पर सरकार से प्रतिकर प्राप्त करने या उसका दावा करने के कितने मामले पकड़े गये हैं ; और

(ख) इन में से कितने जाली मामले अदालतों में दायर किये गये हैं ?

पुनर्वास तथा अल्पसंख्यक-कार्य मंत्री (श्री मेहरचन्द खन्ना) : (क) सात (३१-१२-५७ तक)

(ख) तीन । बाकी चार मामलों की पुलिस अभी जांच कर रही है ।

उत्तर प्रदेश के पूर्वी जिलों में आर्थिक विकास की योजनायें

११०४. श्री सरजू पांडे : क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश की सरकार ने उत्तर प्रदेश के पूर्वी जिलों के आर्थिक विकास के लिये कोई योजना द्वितीय पंचवर्षीय योजना में सम्मिलित करने के लिये भेजी है ; और

(ख) यदि हां, तो उसकी रूपरेखा क्या है ?

श्रम और रोजगार तथा योजना मंत्री के सभासचिव (श्री ल० ना० मिश्र): (क) नवम्बर, १९५७ में जब एक सरकारी दल उत्तर प्रदेश के पूर्वी जिलों में अभाव की स्थिति का अध्ययन करने के लिये गया था, तब उत्तर प्रदेश सरकार ने पूर्वी जिलों के विकास के लिये राज्य की द्वितीय पंचवर्षीय योजना के अन्तर्गत योजनाओं के कुछ पूरक प्रस्ताव पेश किये थे ।

(ख) कृपया १४ फरवरी, १९५८ को दिये गये तारांकित प्रश्न संख्या १७७ के उत्तर को पढ़ें ।

C.P.W.D.

1105. Shri Eswara Iyer: Will the Minister of Works, Housing and Supply be pleased to state:

(a) whether it is a fact that the Directorate of Horticulture of the Central Public Works Department has

recruited mates on the work-charged establishment; and

(b) if so, whether preference was given to the retrenched workers of the Central Public Works Department out of the persons recommended by the Employment Exchange?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) Yes.

(b) Yes. Of the candidates sponsored by the Employment Exchange, preference was given to retrenched workers of Central Public Works Department subject to their suitability.

C.P.W.D.

1106. Shri Easwara Iyer: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether it is a fact that concessions in the matter of travelling, daily and halting allowances have been sanctioned for the work-charged staff of the Central Public Works Department upto the 31st March, 1958;

(b) whether any steps have been taken to extend this date of sanction; and

(c) if not, the reasons therefor?

The Minister of Works, Housing and Supply (Shri K. C. Reddy): (a) Yes.

(b) Yes. The concession has been extended upto 31st March, 1959.

(c) Does not arise.

Edible Oils

1107. Sardar Iqbal Singh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the quantity of different types of edible oils produced during the last five years and the value thereof;

(b) the countries to which these were exported during the above period; and

(c) the purpose for which these oils were utilised in India?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (c). A statement giving the required information is attached. [*See* Appendix IV, annexure No. 120.]

Folk Dances of Punjab

1108. Sardar Iqbal Singh: Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether any documentary film was prepared on the folk dances of Punjab; and

(b) if so, the nature thereof?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). No documentary film has been produced on the folk dances of Punjab.

पंचवर्षीय योजना का प्रचार

११०९. श्री प० ला० बारूपाल : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पंचवर्षीय योजना को सफल बनाने के हेतु प्रचार कार्य के लिये मंत्रालय के अन्तर्गत एक अलग विभाग बनाया गया है;

(ख) यदि हां, तो कब से;

(ग) इस विभाग में कितने प्रादेशिक तथा सहायक प्रचार अधिकारी हैं और उनमें से कितने व्यक्ति अनुसूचित जाति तथा अनुसूचित आदिमजाति के हैं; और

(घ) क्या उपरोक्त विभाग में अनुसूचित जातियों के लिये कोई पद सुरक्षित रखे गये हैं ?

सूचना और प्रसारण मंत्री (डा० केसकर) : (क) और (ख). पंचवर्षीय योजना के प्रचार के लिये १९५३-५४ से एक अलग सेक्शन काम कर रहा है । इस विषय पर और जानकारी के लिये माननीय सदस्य १९५३-५४ और अगले वर्षों में इस सभा में हुई बजट चर्चा देखें ।

(ग) इस समय ६ रीजनल अफसर (प्रथम श्रेणी), ३० फील्ड पब्लिसिटी अफसर (Field Publicity Officers), मास कन्टैक्ट अफसर (Mass Contact Officers) (द्वितीय श्रेणी) और २२ पब्लिसिटी अफसर (Publicity Officers) (तृतीय श्रेणी) हैं जिन में से ३ एफ० ओ० और एक पी० ओ० अनुसूचित जातियों के हैं और दो एफ० पी० ओ० आदिम जातियों के ।

(घ) सारा संगठन केवल योजना काल के लिये ही आर्जी तौर पर स्थापित किया गया है । रीजनल अफसर का एक स्थान सुरक्षित रखा गया है । दूसरे पदों के सम्बन्ध में भी वैसी कार्यवाही की जा रही है ।

Nepalis in N.E.F.A.

1110. Sardar Iqbal Singh: Will the **Prime Minister** be pleased to state the total population of Nepalis in N.E.F.A.?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): There are approximately 500 Nepalis mostly living in the Foothills areas of the Lohit Frontier Division and Pasighat area of Siang Frontier Division in N.E.F.A.

Coffee

1111. Sardar Iqbal Singh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the yields of coffee during the last three years;

(b) the total internal consumption during the above period; and

(c) the total export in these years?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) to (c). A statement is attached. [*See* Appendix IV, annexure No. 121.]

Export Promotion Councils

1112. Sardar Iqbal Singh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) the measures adopted by the different Export Promotion Councils with a view to enhancing the export;

(b) the number of employees appointed by the councils and the amount paid to them as salary;

(c) the contribution of Government to this amount; and

(d) the total amount of money being spent by Government on these councils?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) The important measures adopted by the Export Promotion Councils for promoting the exports of the commodities with which they are concerned are:

(i) survey of foreign markets through correspondents or agents appointed by them or through India's commercial representatives abroad, with a view to introducing Indian goods in such markets or for increasing the exports that are already being made;

(ii) sending out trade delegations, wherever necessary and possible, for studying market preferences and for establishing direct contacts between Indian exporters and foreign importers;

(iii) arranging for publicity and propaganda for Indian goods in foreign countries by all possible means including participation in international fairs and exhibitions, issue of brochures, bulletins etc. despatching of samples to foreign importers or arranging for the display of such samples in show rooms and show cases maintained by Indian Missions abroad;

(iv) collecting of statistics and other information of interest to the trade and their dissemination in India;

(v) laying down, or helping agencies concerned with the laying down, of standards for the

quality of goods exported from India and arranging for the inspection of such goods before shipment with a view to ensuring that the goods that are being exported are of the prescribed quality, standard, or are in accordance with the specification in the contracts.

(vi) looking into complaints in respect of goods exported from India or against individual exporters and taking measures for settling disputes by arbitration etc.

(vii) recommending to the Central and State Governments as well as to local bodies, chambers of commerce etc. of the steps that should be taken for removing difficulties in the way of increasing exports of Indian goods and suggesting incentives such as drawbacks or rebates of duties, exemption from taxes etc.

(viii) implementing schemes for helping manufacturers, who have agreed to export their products upto a target figure, in regard to obtaining import licences for foreign raw materials or replacement quota for indigenous raw materials, required by the said manufacturers to fulfil their undertakings.

(b) The Councils were set up, one after the other, during the last three years. Some of them have already appointed correspondents in foreign countries and have also the full compliment of staff required for export promotion work. The total number of persons employed by all the Councils now functioning is 175 and the approximate expenditure on their salaries at present is Rs. 43,000 per mensem.

(c) Government render assistance to these Councils by sanctioning grants-in-aid. The expenditure of the Councils are not incurred only out of these grants but also out of other incomes such as membership-subscriptions, donations and *ad hoc* contributions from the industries concerned. Some of the Councils have other incomes such as advertisement charges, commissions, charges for services rendered etc. Salaries of staff are paid out of the whole income and hence the question of Government's contribution specifically for payment of salaries does not arise.

(d) Approximately Rs. 24,45,000 has been given by Government during the last three and a half years as grants-in-aid to the Export Promotion Councils, out of which approximately Rs. 13,86,000 has been paid from the Cotton Textile Fund administered by the Cotton Textile Fund Committee. Rs. 20,000 and Rs. 50,000 approximately have also been contributed by the Indian Central Tobacco Committee and the Indian Lac Cess Committee.

Small Scale Industries

1113. {Sardar Iqbal Singh: / Shri Ram Krishan:

Will the Minister of Commerce and Industry be pleased to state the amount of financial assistance proposed to be given to each of the State Governments and the Union Territories for providing loans and grants for the development of small scale industries during the year 1958-59?

The Minister of Commerce and Industry (Shri Morarji Desai): A statement is attached. [*See* Appendix IV, annexure No. 122.]

Ambar Charkha Programme

1114. Sardar Iqbal Singh: Will the Minister of Commerce and Industry be pleased to state:

(a) how much money has been asked for by the Industries Department of the Punjab Governments for the Ambar Charkha Programme during the year 1958-59;

(b) the amount sanctioned; and

(c) the number of Charkhas allotted to the Punjab for the year 1958-59?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) No proposal has been received so far from the Punjab Government for the Ambar Charkha Programme during 1958-59.

(b) Does not arise.

(c) 1,000. This figure includes allotment to the registered institutions, co-operative societies and the statutory State Board.

Indian Prisoners in Goa

1115. **Shri B. S. Murthy:**
Shri D. C. Sharma:

Will the **Prime Minister** be pleased to refer to the reply given to unstarred question No. 23 on the 11th November, 1957 and state:

(a) whether the Portuguese authorities in Goa have since released any Indian nationals in their jails;

(b) if so, their number; and

(c) the number still in Goa prisons?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): (a) and (b). Yes, only one.

(c) Six.

Coffee Houses

1116. **Shri Kalika Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) how many coffee houses are working at present and their location;

(b) whether Indian Coffee is popular in foreign markets; and

(c) what are the figures of internal consumption and export of coffee during 1957-58 so far?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) A statement is attached. [*See* Appendix IV, annexure No. 123.]

(b) Yes, Sir.

(c) 28,202 tons of coffee were consumed in the country during 1957. 9,881 tons of coffee were exported during nine months ending September, 1957. Later figures are not available.

Indian Sports Goods

1117. **Shri Kalika Singh:** Will the Minister of Commerce and Industry be pleased to state:

(a) the foreign markets where Indian sports goods have been exported during the last three years giving the quantity and value thereof;

(b) the countries which are competing with India in the export of sports goods in those foreign markets and the steps taken to meet the competition; and

(c) the names of States in India which are engaged in the production of sports goods?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Three statements are attached. [*See* Appendix IV, annexure No. 124.]

(b) By far the most serious competition to Indian sports goods in foreign markets is offered by Pakistan. Some of the important steps taken to meet this competition are:—

(i) An Export Promotion Council for Sports Goods has been set up with headquarters at Delhi.

(ii) Sports goods have been displayed in certain Exhibitions and Fairs held in foreign countries.

(iii) Sports goods have been included in appropriate cases as an item for export from India in the Schedules attached to trade agreements concluded with foreign countries.

(iv) Certain items of raw materials used in the manufacture of sports goods have been

included in the Export Promotion Scheme for issue of import licences.

(c) More than 70 per cent. of the sports goods are manufactured in U.P. and Punjab. The other States producing sports goods are, Delhi, West Bengal and Bombay.

Industrial Units

1118. Shri Daljit Singh: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether some new industrial units are to be started in the Punjab State during 1958-59; and

(b) if so, the details thereof?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) and (b). A statement giving the information is attached. [*See* Appendix IV, annexure No. 125.]

नाहन फाउन्डरी (प्राइवेट) लिमिटेड

१११९. श्री पद्म देव : क्या **वाणिज्य तथा उद्योग** मंत्री यह बताने की कृपा करेंगे कि वर्ष १९५५-५६ और १९५६-५७ की अवधि में नाहन फाउन्डरी (प्राइवेट) लिमिटेड का आय-व्यय का ब्यौरा क्या है ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : नाहन फाउन्डरी (प्राइवेट) लिमिटेड का, १९५५-५६ की अवधि का, आय-व्यय का ब्यौरा "३१ मार्च १९५६ में समाप्त वर्ष की डायरेक्टरों की रिपोर्ट और हानि-लाभ के हिसाब-किताब सहित संतुलन-विवरण" में दिया गया है । इसकी प्रतियां संसद् के पुस्तकालय में रखी जा चुकी हैं ।

जहां तक १९५६-५७ के वर्ष के आय और व्यय के ब्यौरे का सम्बन्ध है, इस अवधि के हिसाब-किताब की जांच पड़ताल डायरेक्टर आफ़ कमर्शियल आडिट कर रहे हैं । प्रकाशित करने से पहले इसे कंपनी की वार्षिक साधारण बैठक में स्वीकार कराना होगा ।

Employees' Provident Fund Act, 1952

1120. Shri Panigrahi: Will the Minister of **Labour and Employment** be pleased to state:

(a) whether Government are contemplating to extend the Employees' Provident Fund Act, 1952 to workers of shops and commercial establishments in all the States in the country; and

(b) if so, whether any scheme has been prepared by Government for this purpose?

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): (a) Yes.

(b) No special Scheme is necessary. The Employees' Provident Fund Scheme 1952, framed under Section 5 of the Employees' Provident Funds Act will serve the purpose.

Indian Foreign Service Personnel

1121. Shri Dinesh Singh: Will the **Prime Minister** be pleased to state:

(a) how many posts of Class I Officers in the Ministry of External Affairs are held by persons not belonging to the Indian Foreign Service; and

(b) how many officers of the Indian Foreign Service are employed in other Ministries and departments of the Government of India?

The Prime Minister and Minister of External Affairs and Finance (Shri Jawaharlal Nehru): (a) Seventy-seven. Of these 24 are Heads of Missions abroad appointed by the Minister of External Affairs in his discretion and 22 are Grade I and II officers of the C.S.S. on deputation to this Ministry only till such time that they finish their terms of duty abroad or are relieved by I.F.S. (B) officers after the Constitution of the IFS(B) is complete. The above number does not take into account officers of the External Publicity Division, Research Officers, Librarian and other similar posts which are manned by officers specially recruited through the U.P.S.C. for the purpose.

(b) Twenty-three Class I officers of the Indian Foreign Service, Branches A and B, are employed in other Ministries and departments. Of these fifteen officers are in the Ministry of Commerce and Industry holding IFS(A) and (B) Cadre posts allotted to that Ministry.

Ambar Charkha Programme

1122. Shri T. Subramanyam: Will the Minister of Commerce and Industry be pleased to state:

(a) in how many centres the scheme of Ambar Charkhas has been introduced in Mysore State so far;

(b) what is the number of Ambar Charkhas so far distributed in those centres; and

(c) the number of centres for which similar proposals, are still under consideration?

The Minister of Commerce and Industry (Shri Morarji Desai:) (a)

		1956-57	1957-58 upto 31st January, 1951
(a)			
(i)	Training centres for spinners	102	124
(ii)	Training centres for instructors & carpenters	6	..
(iii)	Production centres	18	not available

Information regarding production centres set up in 1957-58 is being collected and will be laid on the Table of the Sabha in due course.

(b)		1956-57	1957-58 upto 31st January, 1958
	Number of charkhas distributed to trained spinners from these centres	45,742	69,095

In addition about 1,200 charkhas are in use in the training institutions.

(c) No proposals are under consideration at present for opening such centres. Proposals are considered when received from registered institutions and co-operative societies.

A.I.R. Station, Poona

1123. Shri Assar: Will the Minister of Information and Broadcasting be pleased to state:

(a) whether it is a fact that there is demand from the public to make Poona Radio Station more powerful; and

(b) if so, the decision taken thereon?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). No representations have been received from the public to raise the power of Poona Station of All India Radio. The power of this station has already been raised from 1 K.W. to 5 K.W.

National Small Industries Corporation

1124. Shrimati Ila Palchoudhuri:
Shri S. M. Banerjee:
Shri Jagadish Awasthi:

Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the National Small Industries Corporation has received a large number of applications for the supply of machinery on hire-purchase basis;

(b) if so, (i) their total number; (ii) the total number of applications accepted; (iii) the total value of machines supplied; and (iv) the total number of machines supplied; and

(v) the terms and conditions of the hire-purchase system; and

(c) the variety of machines supplied?

The Minister of Commerce and Industry (Shri Morarji Desai): (a) Yes, Sir.

(b) The position as on 31st January, 1958 is as follows:—

(i) 1,648 applications.

(ii) 1,137 applications.

(iii) Rs. 62,58,769.

(iv) 770 machines.

(v) A pamphlet containing terms and conditions of the hire-purchase scheme is enclosed. [See Appendix IV, annexure No. LT-580/58.]

(c) The machines supplied include general purpose machines like lathes, Milling Machines, Drilling Machines, Shaping Machines and special purpose machines such as wood working Machines, Fundry equipment, Electro-plating units, Machines for manufacture of automobile parts, sewing machines, Plywood making plant, machinery for bicycle industries, chemical industries, leather industries, bolts and nuts, screws etc. etc.

सरकारी विज्ञापन

११२५. **श्री मालवीय अग्रवाल** : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि मध्य प्रदेश के हिन्दी तथा अंग्रेजी समाचार-पत्रों को वर्ष १९५७-५८ में कुल कितनी राशि के सरकारी विज्ञापन दिये गये ?

सूचना और प्रसारण मंत्री (डा० केसकर) : मध्य प्रदेश के हिन्दी तथा अंग्रेजी समाचार पत्रों को १९५७-५८ (१ अप्रैल १९५७ से ३१ जनवरी १९५८ तक) में दिये गये विज्ञापनों की कुल रकम क्रमानुसार २७,४७२ रुपये और ४९० रुपये है ।

घड़ियों का निर्माण

११२६. **श्री मालवीय अग्रवाल** : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने भारत में घड़ियों के निर्माण के लिये कोई योजना बनाई है; और

(ख) यदि हां, तो उसका ब्यौरा क्या है ?

वाणिज्य तथा उद्योग मंत्री (श्री मोरारजी देसाई) : (क) और (ख). लघु उद्योगों द्वारा घड़ियां और दीवार घड़ियां बनाने की संभावना खोजी जा रही है । लेकिन अभी तक कोई भी योजना अंतिम रूप से नहीं बनायी गयी है ।

PAPERS LAID ON THE TABLE

Amendments to Registration of Newspapers (Central) Rules

The Minister of Information and Broadcasting (Dr. Keskar): Sir, I beg to lay on the Table, under sub-section (2) of section 20A of the Press and Registration of Books Act, 1867, a copy of Notification No. G.S.R. 16, dated the 15th February, 1958, making certain further amendments to the Registration of Newspapers (Central) Rules, 1956. [*Placed in Library. See* No. LT-578/58.]

Amendment to Companies (Central Government's) General Rules and Forms

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): Sir, I beg to lay on the Table, under sub-section (3) of section 642 of the Companies Act, 1956, a copy of notification No. G.S.R. 48, dated the 22nd February, 1958, making certain amendments to the Companies (Central Government's) General Rules and Forms, 1956. [*Placed in Library. See* No. LT-579/58.]

APPROPRIATION (VOTE ON ACCOUNT) BILL*,

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, on behalf of Shri B. R. Bhagat, I

*Published in the Gazette of India Extraordinary Part II—Section 2, dated 10-3-58

[Shri Satya Narayan Sinha]

beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1958-59.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1958-59."

The motion was adopted.

Shri Satya Narayan Sinha: Sir, I introduce* the Bill.

DEMANDS FOR GRANTS—RAILWAYS—*contd.*

Mr. Speaker: The House will now resume further discussion of the remaining Demands for Grants, that is Demands Nos. 2 to 18 and 20 in respect of Railways—1958-59. Out of 5 hours allotted for the discussion and voting on these Demands, 3 hours have already been availed of and 2 hours now remain.

The list of cut motions moved on the 8th March, 1958 relating to these Demands has already been circulated to Members on the same day.

I will call upon the Minister of Railways to reply to the debate at....

May I know how long the hon. Minister will take?

The Minister of Railways (Shri Jagjivan Ram): About forty-five minutes.

Mr. Speaker: Yes; it is now 12·05. I will call upon the Minister of Railways to reply at 1.15 after which the cut motions will be disposed of and all the Demands put to vote.

Shri N. B. Maiti may continue his speech.

Shri N. B. Maiti (Ghatal): I shall place certain small points before the hon. Minister and the railway authorities. Though they are small so far as they are concerned, they are of vital importance for the areas and the people who live there.

First of all, I shall refer to the slow movement of the trains, in the South Eastern Railway. The Howrah-Gomoh passenger starts from Howrah at 6-56 and reaches Gomoh at 21-15. That is, it takes about 14 hours 17 minutes in order to go over a mileage of 222. That is also the speed of its counterpart, the down train. Then, there are the trains from Midnapur to Howrah and from Howrah to Midnapur. In order to go only 80 miles, they take 4 hours 42 minutes, 5 hours 50 minutes, 5 hours 14 minutes and so on.

In these days of speed—I shall not refer to the Sputniks which are not here—in these days of speed, and speed in action in Parliament, I would observe that the speed of these trains is very slow. I hope the Minister would kindly try to see if he can make them speedier.

Next, I shall refer to the paucity of trains from Bankura to Howrah; not only that, from Gomoh to Howrah also. It is known to the hon. Minister that this area is very thickly populated. Fortunately or unfortunately, it passes through the district of Howrah which is also the hotbed of some sort of agitation. Many a time, it so happens that the alarm chains are pulled and so on and so forth. This has to be prevented. Some trains should be diverted from the main line to this line. That is to say, some trains that go up and down Delhi and Howrah can be diverted from Gomoh or Asansol to this line *via* Adra, Kharagpur, etc. If that is so, there

*Introduced with the recommendation of the President.

would be less of these things. There will not be overcrowding also and there will not be so much indiscipline that we see.

In the case of Bombay Mail, third class booking is allowed from Kharagpur to Howrah but in the case of Madras Mail it is not allowed. Third Class booking should be allowed from Kharagpur in the case of both up and down Howrah-Madras Mail.

The Madras Mail does not stop at Contai Road station. It is a sub-division with a population of more than seven lakhs. Not only that. It also serves a large part of Midnapore sub-division as well. A great hinterland lies beyond the Contai Road station. So, I suggest that Madras Mail—both up and down—should have a stoppage for a minute or two at Contai Road station. The same also applies to Jhargram. For the last three or four months, the Dn. Bombay Mail was allowed to stop there. I am told that the income on this account is about Rs. 35,000 or Rs. 250 per day. I understand that the present practice is going to be discontinued and it will not stop at Jhargram. I would humbly place these facts before the hon. Minister to kindly consider this case.

My friend, Dr. Pashupati Mandal suggested the construction of Santragachi-Vishnupur line on the South-Eastern Railway. It will pass through Radhanagar, birth place of Raja Ram Mohan Roy, Arambag sub-divisional town, Kamarpakur, the birth place of Ramakrishna Paramahamsa and Harishpur. That line was recommended by the West Bengal Government for construction. It has been kept in cold storage perhaps. I would humbly request the hon. Minister to see that it is resurrected.

As many friends have said, it is proper for me to say a word about my constituency. There should be a survey of a line from Ghatal to Digha. It will go *via* Tamluk—the hon. Minister knows about the freedom struggle there—and Contai no less known. It will go to Digha, a seaside health resort. At least some kind of a survey should be made for this line, though I know that it has been stopped for the present year.

My last and most important point is this. In order to bring back the morale of the people and the staff, there should be some sort of an educative propaganda among the masses. It is very unfortunate that in West Bengal, while passing through Midnapore district and Howrah, there had been pullings of alarm chains, satyagrahas, pilferings, non-payments of charges, wagon breakings, etc. I would suggest two sorts of reform for this work. One is internal and the other is external.

The internal part is this. The high officers should ask their field workers to be more scrupulous and honest and they should check their work.

As for the co-operation which the Minister seeks from the public, a sort of a propaganda might be set in motion in this place with the help of the Members of Parliament and local legislature. The hon. Minister or his Deputy might inaugurate that function. We may hold meetings after meetings explaining the implications of all these nefarious practices and how it harms not only the railways but also the workers of the railways and also the national interests. I would suggest that this may be taken as a pilot scheme in those areas. Along with our friends, we would place our humble service at the disposal of the hon. Minister if he is inclined to take up the suggestions that I have made.

Shri Mahanty (Dhenkanal): Sir, in moving my cut motions Nos. 140 and 141, I only crave the indulgence of the Minister to lend some attention to the ever increasing regional disparity that has been widening in certain under-developed States of the Indian Union. I venture to do so for nobody is more confident than myself that it is a healthy desire to work for

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the bettering of the lot of not only backward classes but also of the backward areas.

Now, Sir, very rightly the Indian Railways have been described as the life-line of this country. But, to our misfortune in the State of Orissa this life-line has been dried up. I would venture to quote certain figures from which the House can well appreciate the intensity of my emotions. When we come to Bombay the railway mileage is 6,319, in Rajasthan it is 3,241, in Madhya Pradesh it is 3,040, in Punjab it is 2,316, in Andhra it is 2,807, in Bihar it is 2,293, but when we come to Orissa it is only 838 miles. From this you can well imagine the enormity of the situation in which we are placed.

During the First Five Year Plan period about 650 miles of new railway lines were laid throughout the Indian Union. Out of these 650 miles not even a single mile was conceded to the State of Orissa. During the Second Plan also, Orissa has not received any attention from the hon. Railway Minister. Last year, another 192 miles were added on to our Indian Railways, out of which not a single mile was given to Orissa.

Shri Jagjivan Ram: No, it goes to Orissa also.

Shri Mahanty: I am coming to it. It is only a siding and that too for the transport of iron ores and not human beings. Construction of another 500 miles of new railway lines is in progress in this Budget, but not a single mile has been allotted for the unfortunate human beings of the State of Orissa, though its iron ores are considered more important by the Railway Minister. It is only a railway siding that has been given.

The Deputy Minister of Railways (Shri Shahnawaz Khan): It gives prosperity to the human beings.

Shri Mahanty: We are thankful to the hon. Minister for having opened up the Mahanadi Valley of Orissa by constructing the Hirakud Dam. In this Budget, I am happy to note that the Railway Ministry is proposing to construct 100 miles of railway line from Robertsganj to Garhwa in the Northern Railway for opening up the Rihand Dam area. I venture to ask, what about the Mahanadi Valley area?

I would like to invite the attention of the hon. Minister to another aspect of this question. I am well aware of his grievance. There is paucity of funds. I am sure, had he more funds he would not have ignored us. But, it is a question of parity, it is a question of balancing; otherwise, what is planning. If planning means an abject surrender to certain forces which are chaotic, which are beyond the control of man then, Sir, that is surrender to destiny; certainly that is not planning. When we talk of plan, when we think of plan, essentially we mean that it is a question of choice of priorities.

I am very happy that the Railway Minister is laying so much emphasis on electrification. Let him not consider me so out of date, so primitive, so anti-deluvian that I will not be one with him when he talks of railway electrification. But, may I invite his attention to the history and development of railway electrification not only in India but in the world? Let us take the case of U.S.A. The total mileage is 2,21,666 whereas in India I think our total mileage is only 34,700 miles. In U.S.A. only 2,044 miles have been electrified even though they took to electrification of railways as late as 1905. In U.S.S.R., another highly progressive and highly industrialised country, the total railway mileage is 74,753 as against a beggarly 34,000 in the Indian Union. They took to railway electrification in the year 1926, and they have got only 3,430 miles of electrified railways. When we come to Australia, another highly industrialised country, the electrified railway mileage there is only 398 I think we

have got much more in India. In Canada, it is only 31 miles even though Canada took to railway electrification in the year 1908, and even though the total mileage in Canada far exceeds the mileage in the Indian Union; whereas they have got 42,132 miles we have got only 34,700 miles.

Therefore, the little point that I am trying to make out is, let there not be so much emphasis placed on railway electrification when other areas, closed areas, under-developed areas are languishing in a sort of, what should I say, a blind alley. I find from this Budget that 1,062 miles of new railway lines have been proposed to be electrified, and for which a sum of Rs. 16·29 crores has been earmarked. During the Second Five Year Plan, we are proposing to spend Rs. 75 crores over this electrification. As against a sum of Rs. 22·9 crores which is being provided for constructing 140 miles of new broad gauge railway lines in this budget, we are providing Rs. 16·29 crores for railway electrification. I appeal to the conscience of the Minister, I appeal to the organised conscience of the House and this country at large.....

Shri Bimal Ghose (Barrackpore): No conscience is left.

Shri Mahanty: I think some conscience is left. I appeal to the hon. Minister to consider this proposition. Let it not be said that we want electrification first, we want electrification of a particular region for transport of our goods speedily. I am quite aware of that fact. What about China? In China, the hon. Minister probably knows better, if the published reports and figures be correct, they have far exceeded India in the fulfilment of the targets of the First Five Year Plan. May I know from the hon. Minister how many miles of railway lines in China have been electrified? Are they suffering from any bottlenecks? None. I should like to inform the House that in China out of 16,700 miles of railway lines in 1955 they had not even a single mile which was electrified, and I guess the situation has not improved in the meantime.

Therefore, it is a question of choice of priorities. Where areas are languishing in a sort of blind alley, where areas have not been opened up, certainly it is open to us to counsel the Minister to tarry a bit in his electrification programme and open up new lines in areas which are remaining closed.

Sir, this situation will gain in enormity and in the intensity of it when it is considered that these 838 miles of railway lines which you find in Orissa were constructed in the good old days when there was the B.N.R. Company. And, I think it will not be far from wrong when I say that even though the old B.N.R. Company had many other projects for new railway construction in Orissa those have been abandoned under the regime of the present Ministry.

I will now come to a very small point and then I will finish. Before I come to that, I would also like to urge another point. The hon. Minister is pleading that there is paucity of funds. But, what do we find? When we come to the administrative expenditure we find that there has been an increase of Rs. 221·92 lakhs over the revised estimates of last year, out of which Rs. 71·33 lakhs are for additional staff who have been appointed or are to be appointed under so many heads. I am not analysing the estimates because this is not the stage when I can analyse; I am simply giving an instance. There has also been an additional increase of Rs. 79·07 lakhs for additional staff under 'traffic' under the pretext that transhipment of goods has increased, even though our earning under goods has fallen far below the expectations of the revised budget. I have never been able to reconcile this claim made in the Explanatory Memorandum that we should increase the staff and increase the allotment for providing for the kind of strain that is being imposed on the railways and then making a candid confession in

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the budget speech that our earnings under the goods side have not been up to the expectations in the revised budget. Be that as it may,—I am not questioning that and this is hardly the stage for that. What I am saying is that we require about Rs. 13 lakhs for the construction of one mile of broad gauge line, taking into consideration the estimate for the Robertsganj-Garhwa railway line. If that be the standard—I am not asserting it—and if we need Rs. 13 lakhs for constructing one mile of new broad guage railway,—I am taking this figure as an average and I am not fixing any norm —had this amount been saved by proper husbanding of the resources, by proper planning, by a proper co-ordinate administration, then, certainly all these under-developed areas could have been favoured with new railway lines which the hon. Railway Minister is so hesitant to grant.

I shall now come to another aspect, and then I shall have done. It is about the location of a divisional headquarter in Orissa. The major portion of the South-Eastern Railway runs through the State of Orissa. I am talking of the broad gauge railway in this connection, for, the metre gauge is very inconsequential here so far as the South-Eastern Railway is concerned. In Orissa, the South-Eastern Railway has 734 miles; Andhra has got 238 miles; Bihar has got 380 miles; Bombay has got 138 miles; Madhya Pradesh has got 589 miles and West Bengal has got 395 miles. If the length or the mileage be any criterion, is it too much for us to expect at least a divisional headquarters in the State of Orissa? I hope the hon. Railway Minister will at least convince me—at least convince public opinion in Orissa —why this poor State has got the raw deal from every Ministry of the Government of India. Does he consider we are to be starved, so to say, or we are exiles or untouchables? I do not know why there should be this allergy, this prejudice, against the State of Orissa. Certainly, if mileage alone is taken into consideration, the headquarters of the South-Eastern Railway should be situated in the State of Orissa. Not only we are entitled to the divisional headquarters but to the general headquarters also in Orissa, if we are not ambitious, because we know over-zealous ambition does not pay at least with the hon. Railway Minister. What we pray is that there should be the divisional headquarters in Orissa.

What I am told is—if the published reports be correct—even the little headquarters that they have—I do not know how to describe it—in Khurda Road, is going to be further demented.

These are all the aspects that I wanted to bring to the notice of the hon. Railway Minister. I welcome the decision of the Government of India to create a new zone for the development of another under-developed State, namely, Assam. I welcome the decision to open a new headquarters at Pandu. My only grievance is, the same consideration has not been shown to us, the 15 million people in Orissa, and certainly they have not welcomed the railway budget as has been presented by the hon. Minister. I have no intention to make any broadside against anybody, much less to criticise the administration, but I believe that in his goodness, in his sympathy for the backward classes and the backward areas, the hon. Minister of Railways will not forget us and will not ignore the legitimate demands to which we are entitled.

Mr. Speaker: Shri Subiman Ghose. So far as the hon. Members who have not spoken at all, I shall give them an opportunity during the general budget. The hon. Members who have not spoken in this session wil kindly send me chits. I shall try to call them one after the other during the session. I do not want any hon. Member to go back without his name appearing in the Press.

Shri Subiman Ghose (Burdwan): I want to impress upon the Minister of

Railways certain points. The first point that I want to impress upon the hon. Minister is this. It is the stop and start system that has assumed the proportion of positive nuisance. The stop and start system that prevails in the suburban railways means a stoppage of 30 seconds at a station, and this rule was framed long, long ago. The times have changed now. In the wayside stations, one will find that a number of persons—hundreds of persons—go down and get up. 30 seconds is quite insufficient. If the transportation staff adheres to this timing strictly, they will be manhandled by the passengers. If they look to the convenience of the passengers, then they will be manhandled by the Department. Naturally, therefore, they are between the devil and the deep sea. I request the hon. Minister to look to this and to remove this anomaly so that the passengers are not put to any inconvenience, and that this system does not put the staff to any inconvenience either.

I think that this system, in some way, is responsible for some of the accidents. Even during the British regime, I know of a case of a surgeon whose hand had to be amputated and he had got Rs. 50,000 as compensation from the railway only because of this stop and start system.

The second point, which has been spoken of by very many hon. Members, I mean about accidents, and the hon. Minister has been pleased to reply to it suitably. But the matter is so very important that one hardly needs any apology to revert it. Recently, I had been to Sonarpur station. I want to give certain facts to the hon. Minister. I do not know if they are in possession of the facts, or it might be that there has been some attempt to black them out I came to learn that at Sonarpur station, on the 20th February, the interlocking system was being changed and the non-interlocking system was being introduced and the programme was for ten days. It began on 20th February. But it was finished on the 23rd February. It was declared to have been completed by 5-50 P.M., that is, ten minutes before the scheduled time. It is the rule—I am speaking subject to correction—that from 6 P.M. to 6 A.M. no line can be declared normal. But this work was done in an indecent haste. Moreover, at that time, when the change was being introduced, the Station Master wanted some more staff. That was not given. The Station Master was asked to act as the Assistant Station Master and he sent telegrams to all concerned and the officers concerned, informing them that he will be acting as Asst. Station Master. But the station was without a Station Master. Yet nobody paid any heed to it. The Station Master was not consulted when the line was declared to have been completed or declared to have become normal.

Then, on the 25th, that is, 12 hours before the occurrence, the Assistant Station Master in charge of the cabin was withdrawn. One Assistant Station Master sent a telegram at 6-30 P.M. to all concerned that the signals were failing, that the block instruments were failing and the authorities must take steps. But nobody paid any heed to it, and the natural consequence was the occurrence of the accident in the early hours of the morning. Perhaps it cannot be called accident; it may be called deliberate acts of omission or commission on the part of some higher officers. So, I would submit that it should not end in punishing some of the employees like cabin man or the driver. I would, in all humility, request the Ministry to go deep into the question and find out who is the guilty person.

In this connection, I suggest that for devising ways and means to avoid accidents and if it is worth consideration, the Ministry may consider it. The Minister might call some zonal meetings with experienced transportation staff—not only with General Managers, who are on a high pedestal. They do not know day to day work. As we all know, practical experience

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is more valuable than theoretical learning. The Minister might call for a meeting with highly experienced station masters, highly experienced guards and other railway employees, and find out how accidents happen. It is my firm belief that their experience will be of benefit to the administration.

They will be in a position to suggest some means to prevent accidents. So, I would beg of the Minister to consider this matter and convene a zonal meeting. Because, we know that accidents never happen in a uniform manner. They happen all on a sudden, and that too without notice. So, naturally, the experience of these people who are connected with the day-to-day administration should be taken to see where the difficulty lies.

Then, everybody knows that unless we get the support of the employees, we cannot succeed in running the administration. If the employees cry for the moon, naturally they will not get any sympathy. But if the employees cry for a morsel of food or for remedying an injustice, I think it is up to the Ministry to attend to their grievances.

I will only refer to two categories of people. One category is SMs and ASMs in the railway administration, who are 30,000 strong. They are scattered all over the country, and they work round the clock. They are cut off from society and practically the rest of the world. Education of their children is neglected. They get medical facilities only when the disease is in an advanced stage. I suggest that justice should be done to them so that they remain satisfied. As I said, if they cry for the moon, that should not be conceded. But, if their grievances are genuine, they should be attended to

There are various anomalies in the case of SMs and ASMs. The new deal came into force in 1957. I take it that it might have been introduced with the best of intentions for the betterment of the conditions of the SMs and ASMs, but the result has been otherwise. Instead of promotions, there have been demotions. For instance, the scale for the last category is Rs. 64—170 and for the second category Rs. 100—185. Under the new deal, people in Rs. 100—185 became the last category and they ceased to be supervisory staff. They are not promoted to the next category; direct recruitment is made to fill up the vacancies. *Bona fide* members of the lower categories are very seldom taken in the higher categories. So, I submit that the Ministry should remedy these grievances.

Then, in the case of SMs and ASMs, charges have been framed because they have refused to accept promotions. I will refer you one case in Dinapur Division. I refer to the case of Mr. P. D. Thakur, who is under suspension on the ground that he refused to accept promotion. I had some correspondence with the Divisional Superintendent of Dinapur in the matter. He has written me a letter that the person concerned has violated the orders. But, while reading between the lines of the letter I have found that the violation referred to was the refusal to accept the promotion.

Shri Jagjivan Ram: Refused to take the transfer, perhaps.

Shri Subiman Ghose: Not transfer. It was in between Kiul and Mokameh. The pay for a post must be commensurate with the responsibility attached to the post. You will promote him but you will not give him a pie more. I think that is sheer injustice. We must remember and again I say that the strength of SMs and ASMs is 30,000. They are scattered all over India and they work round the clock. So, they should not be driven to desperation, and something must be done before it is too late.

In this connection I refer here to the speech of Mr. Shastri. On one occasion he said:

> "I realise the responsibilities of ASMs and SMs. They have not been paid accordingly. I wish for better treatment."

and he also said:

> "They will get, but not in *toto*. Even if they get what they demand, other people should not be envious of it."

In his budget speech he said:

> "Appropriate adjustments should be made in the case of station masters."

I invite the kind attention of the Minister to all these statements.

Then I come to the legal men in the railways. They are all doing the same kinds of duties, though they are known by different names. They are called law inspectors, law assistants, court inspectors, commercial inespectors and so on. Though they are doing the same kind of job, their pay scales differ from zone to zone. You say that India is one and indivisible. But by your action you show that India is divided. They are given different kinds of treatment, though they do the same job and why?

Then, there was recruitment in the Vigilance Department. A person has been given a higher pay from 300 to Rs. 500/- plus a special pay of Rs. 100/-. I think these are all injustices that should be attended to immediately, without referring them to the Pay Commission, as it will take a long time. I think the Ministry is competent to redress those grievances.

Lastly, I will end by saying that justice delayed is justice denied.

Mr. Speaker: I now call Shrimati Tarkeshwari Sinha. Then I will call Shri J. R. Mehta.

श्रीमती तारकेश्वरी सिन्हा (बाढ़) : अध्यक्ष महोदय, मैं आपका बहुत कम वक्त लूंगी क्योंकि मेरा इस बहस में भाग लेने का कोई इरादा नहीं था, पर अभी पिछले दिनों कई एक ऐसी घटनायें हो गई हैं मेरे इलाके में कि इस में भाग लेने के लिये मुझे मजबूर होना पड़ा । मन्त्री महोदय को इस की सूचना जरूर मिली होगी, मेरे पास भी कई तार और पत्र आ चुके हैं कि बख्त्यारपुर बिहार लाइट रेलवे बिल्कुल बन्द हो गई है क्योंकि वहां बहुत बड़ी हड़ताल हो गई है । यह जो रेलवे है, यों तो वह हिन्दुस्तान सरकार की चीज नहीं है, वह वहां के डिस्ट्रिक्ट बोर्ड की है, पर कुछ दिनों से लिखा पढ़ी चल रही थी कि हिन्दुस्तान की सरकार इस रेलवे का राष्ट्रीयकरण कर ले । लेकिन बात कुछ आगे नहीं बढ़ सकी । मैंने सुना था कि रेलवेज के कुछ इंस्पेक्टर्स वगैरह गये थे जांच वगैरह करने के लिये, उस के बाद उस पर कुछ फैसला नहीं हो पाया था । उस रेलवे में दिन प्रतिदिन हालत खराब होती जा रही थी । आज नतीजा यह हुआ कि छः छः महीने की तनख्वाह कर्मचारियों को नहीं मिली । उस के बाद उन्होंने फैसला किया कि वे हड़ताल करेंगे और आज सारी रेल बन्द हो गई है ।

वहां पर राजगृह और नालन्दा के प्रसिद्ध स्थान हैं । राजगृह में एक मेला माघ में लगता है, जिसे मलमास का मेला कहते हैं । लाखों आदमी उस मेले में स्नान करने के लिये और रहने के लिये जाया करते हैं । यह गाड़ी ही उनका एक सहारा थी क्योंकि बिहार राज्य की जो बसें चलती हैं वे बहुत थोड़ी हैं लोगों को वहां ले जाने के लिये । हालांकि वह रेल बहुत निकम्मी थी, फिर भी वही रेल एकमात्र सहारा थी जिससे यात्री जाया करते थे । अब मेरी समझ में नहीं आता कि यह मेला वहां कैसे लगेगा और कैसे लोग वहां जायेंगे । इसका जो नतीजा होगा उससे माननीय मंत्री जी अच्छी तरह से जानते हैं क्योंकि वह बिहार

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में ही रहते हैं और वहां के वातावरण से काफी परिचित हैं। मैं सत्य कहती हूं कि दर्जनों तार मेरे पास आये हैं और उनमें यह कहा गया है। वहां के रेल कर्मचारी मुख्य मंत्री से मिले थे, इसके बारे में समझौता कराने के लिये क्योंकि डिस्ट्रिक्ट बोर्ड कहता है कि उसके पास रुपया नहीं है और वह देने से लाचार हैं। जैसा कि रेलवे कर्मचारियों ने पत्र में लिखा है, राज्य के मुख्य मंत्री जी ने उनसे कहा कि हमने हिन्दुस्तान सरकार को लिखा है कि वह जल्दी से जल्दी इस रेलगाड़ी का राष्ट्रीयकरण कर ले, या न भी करे, उसमें कुछ देर हो तो जो इस रेल के कर्मचारी हैं उनसे कुछ समझौता कराने की कोशिश करे। वहां की हालत दिन प्रतिदिन बिगड़ती जा रही है। आप जानते हैं कि जो वहां के कर्मचारी हैं उनकी तनख्वाह नाममात्र की थी। पहले ही उनकी स्थिति बहुत खराब थी, अब उनकी जीविका का एकमात्र सहारा भी बन्द हो गया है। मैं आप से क्या बतलाऊं कि वहां क्या हालत है। यह रेलवे मंत्री के हाथ की चीज नहीं है, लेकिन जब से माननीय मन्त्री जी ने पद सम्भाला है, मैंने देखा है कि रेलवे के साथ मजदूरों के जो सम्बन्ध हैं वह बहुत सुधरते जा रहे हैं। इसके लिये मैं उन को बधाई देती हूं और धन्यवाद देती हूं कि उन्होंने हमेशा मजदूरों के मामलों को बहुत अच्छी तरह से तथा समझौता कराने के मानवीय ढंग से देखा है और उनको सांत्वना देने की कोशिश की है। इस लिये मेरी माननीय मंत्री जी से अपील है कि इस मामले को भी बहुत आवश्यक समझें और हालत को जल्दी से जल्दी सुधारने की कोशिश करें। मैं तो समझती हूं कि हिन्दुस्तान की सरकार को इसमें देर करने की गुंजाइश नहीं है। लिखा पढ़ी का जो समय था वह चला गया। सही बात यह है कि रेलगाड़ी तो जनता के फायदे के लिये चलती है। जब वह एकमात्र आवागमन का रास्ता बन्द कर दिया जाय, तो सरकार की यह शत प्रतिशत जिम्मेदारी हो जाती है कि जनता की भलाई के लिये जो भी घाटा आर्थिक दृष्टि से हिन्दुस्तान की सरकार को हो उसे सहन करे। मैं जानती हूं कि कुछ दिनों तक उसे घाटा होगा पर उसको इस काम में पड़ जाना चाहिये और जितनी जल्दी हो सके उसे डिस्ट्रिक्ट बोर्ड से लेकर हिन्दुस्तान की सरकार के नीचे उसे ले लेना चाहिये। मेरा पूरा विश्वास है कि अगर माननीय मन्त्री जी चाहेंगे तो इस काम में कोई दिक्कत नहीं होगी और जल्दी से जल्दी यह समझौता हो जायेगा।

अब मैं इतना कह कर समाप्त करती हूं और रेलवे मंत्री जी से फिर एक बार अपील करती हूं कि वह इस मामले को अच्छी तरह से देखें और जल्दी से जल्दी कोई समझौता कराने की कोशिश करें।

Shri J. R. Mehta (Jodhpur): Mr. Speaker, Sir, to begin with I would like to say a few words on the subject of accidents, on which, of course, much has been said already. But my apology for it is that it is a subject which is looming very large in the eyes of the public and in the eyes of the administration also. It is a subject by which the general public to a very large extent measures the efficiency of the railway administration.

The importance of the subject can be judged from the fact that the predecessor of the present Railway Minister thought fit to surrender his job with the laudable object of stirring up the railwaymen and the railway administration to a better sense of responsibility and duty. I am not suggesting, Sir, that with every accident or with every major accident we should expect the hon. Railway Minister to resign. Probably, if that happens, we won't find sufficient number of persons to fill the job. But it may not be so bad if the hon. Deputy Minister and the members of the Railway Board put themselves together and took their chance by turns!

For one thing, with due deference, I do not like too much stress being laid on the contention that the number of accidents on our railways is smaller than in any other country of the world. That may be true, but to lay too much stress on this point, I respectfully submit, creates a sense of irresponsibility. The average man does not appreciate this sort of an argument and I am sure this sort of approach has a demoralising effect on the railwaymen also. I think the correct approach should be that we should take each and every accident, major or minor, seriously and we should aim at a state of affairs in which accidents will be a thing of the past in this country, whatever may be happening in other countries. I am happy that is the attitude which the hon. Railway Minister has taken in the reply which he gave to the debate last time.

The hon. Minister has told us that human failure largely accounts for these accidents. This is probably true—I think it is perfectly true—yet, I am afraid, it does not lead us very far. The question remains: what are the causes of the growing failure of this human element and what steps, if any, we can take or should take to remedy the present state of affairs? The point, which I have to make in this connection, is that a very important factor responsible for this state of affairs is, what I may call, the diffusion of responsibility at all levels and at all stages. This diffusion of responsibility is not only responsible for the increasing number of accidents but for deterioration in administrative standards not only in the Railways, but in all the Government departments it will apply more or less.

In this context, first to my mind comes the Inspectorate of Railways. Much has been said on this subject on the floor of the House and complaints have been made that they have not been functioning properly. Some have laid the blame on their own shoulders and some have laid the blame on the door of the Railway Board. It is not my purpose to enter into that controversy. My submission is that it is inherent in the very arrangement in which the Inspectorate of Railways function at the moment that something must go wrong. Firstly, they are responsible to a Minister, who is not in contact with what is happening on the railways and who can have no interest in the railways. Secondly, they are more or less working in a sort of a segregated atmosphere, because they are absolutely cut off from the living currents and they have no living contacts with what is going on in the railways—the railway programme, the railway administration and everything. Sir, I strongly plead that it is time that if we were to make the maximum out of this Inspectorate of Railways, it should be placed under the Railway Minister. I can very well appreciate that they should be independent of the Railway Board, but that does not mean that they should not be a part and parcel of the Railway Ministry.

Next, in this connection, I will refer to the Zonal system. Here again, much has been said as to the merits and demerits of this system. I would like to look at the matter only from the point of view of this diffusion of responsibility and I do feel that the very size of the zones does lead in a measure to the diffusion of responsibility. But I cannot easily swallow the remedy which has now been suggested that we should revert to the old system and scrap off these zones altogether. We are not living in the age of Tughlaks when we could create capitals and after incurring huge expenditure and a lot of waste of time order overnight that the capital should be shifted back to the place where it was stationed before.

13 hrs.

But one thing I would like to say in this connection. We hear much stress being laid these days on divisionalisation. Any way this is a confession of the weakness of the zonal system. But when I agree that if we are to retain the zonal system and remedy its defects, probably the

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remedy lies in making this divisionalisation more effective and more thorough. That will mean, to my mind, giving as much powers as possible to the Divisional Superintendents or whoever may be in charge and make them more or less miniature General Managers, and asking the present General Managers to look after matters of policy and inspection work for which there is so much need these days.

Having said this, I come to the last factor, which to my mind is very greatly responsible for this diffusion of responsibility, and this is what I would call multiplication of the categories of staff on the railways. It is not for me to enumerate all the categories, but I will give some illustrations.

For instance, we are now creating, I am told, posts of Safety Inspectors or Accident Inspectors. I submit that to create a separate staff for this purpose just creates the opposite effect in the minds of those concerned. People begin to think that accidents and safety are the responsibility of these people alone and not of others. There are other instances also. I do not know whether it is correct, but I am told that there are going to be appointed some Efficiency Inspectors. If that is so, then probably other people will think that efficiency is not part of their business. So, I plead, Sir, that we should think well before we multiply these categories of staff.

In this connection, the House will excuse me if I refer to a matter which is of very vital significance not only for the Railways but for the administration as a whole. The other day I came across a circular which was issued by the Vigilance Section in the Home Ministry addressed to all the Ministries in which it was stated that all cases of discipline in each of the Ministries should be referred to the Vigilance Officer attached to that Ministry. This is an extreme instance of what I call diffusion of responsibility. I submit that the man who takes day to day work from the people is in the best position to deal with cases of discipline and responsibility. If I may give an illustration which will be very readily appreciated by the Members of this House, I would submit that this arrangement sounds to me like leaving the judgment over the conduct and performance of the Members of this House, not to the hon. the Speaker but to the Marshall. So my submission is ....

Mr. Speaker: Sometimes the Marshall also helps.

Shri J. R. Mehta: Only to enforce discipline.

Having dealt with this subject. I would crave the indulgence of the House to say a few words about backward areas. Much has been said on this subject. A few minutes back my hon. friend Shri Mahanty made out a very strong case for Orissa. I know that some of my friends from Rasjasthan have spoken of areas in Rajasthan. There are probably some other areas also in the country, like Maharashtra, where the railway system is not very well developed. I refer to this subject because I am not satisfied with the assurance which the hon. the Railway Minister has given on this point. I know his difficulties. He said that because of lack of resources he is helpless. I agree with Mr. Mahanty that in this respect we should have some sense of proportion and some priorities. He cited the instance of electrification. I can refer to many other things. For instance, I plead that cultural programmes and social welfare programmes and things of that sort can certainly wait and the opening of backward areas should have precedence.

Just imagine the enormity of the crime we are committing against these areas. We are shutting them out of all sorts of progress, all sorts of civilising effects. Those areas can make no cultural or social progress. I will particularise by illustrating the

case of certain areas of Rajasthan, Jaisalmer and the adjourning areas. Some hon. Member the other day pleaded that just as we have a North East Frontier Zone, there should be North-West Frontier Zone. I would reiterate that request. There is no reason why we should not view it from human angle, because that is an area which is affected by famine. I may tell the House that the only merit of the present arrangement is that even if there are starvation deaths, this House never comes to know of them, because they are absolutely cut off. There are many people in those areas who have not seen the railways.

There is of course the strategic reason, but I would put forward another very strong reason. Hon. Members are aware that we are taking the Bhakra Canal or the Rajasthan Canal to Jaisalmer and it will not be long before millions of acres of land are brought under irrigation. I would ask the House what we are going to do with the crops. Are we going to allow them to rot? Or shall we be content if they are passed over to Pakistan? If there is no railway line there surely, one of these two things will result.

We are sometime told that it is the land of dacoits. Because I refer to dacoits, I hope hon. Members will not take it that I am in any way associated with them. But I submit to you in all humility that if you shut out all chances of development of those people, then what means are left to them to usher in the socialist pattern of society? They have no other means.

Mr. Speaker: The hon. Member's time is up.

Shri J. R. Mehta: Just one word about over-crowding. I do not want to reiterate everything that has been said. Many suggestions have been made and the hon. Minister has promised that he will look into them. I have one suggestion to make. I invite the attention of the hon. Minister and Railway Board to the map of railways. If they just glance over it, they will find that in between parallel running railway lines there are certain missing links and short cuts. Just link up those short cuts. Then we shall be probably contributing a great deal to the lessening of the problem of over-crowding, because we shall be saving millions and millions of what we call passenger miles. If I may give a few instances, lines joining Merta Road to Ajmer, Kotah to Bhilwara and Talchar to Sambalpur in Orissa. There may be many other instances.

The last point I want to touch is about ex-State railways. My apology for opening this subject is that I come from an ex-State and I do not want to lose trust with my people. Other friends have referred to it in greater detail, I do not want to reiterate what they have said. Mr. H. C. Mathur said a lot about it. He along with Mr. Dasappa, though not in this session, has always been a very valiant fighter for the cause of the ex-State railwaymen. I am aware of the assurances which have been given on behalf of the hon. Minister by the hon. Deputy Minister that they are determined to see that all these cases are regularised, whichever deserve to be regularised. I welcome that assurance and I can only hope and trust that the hon. Railway Minister will kindly see to it that this assurance is implemented as early as possible.

He will excuse me if I remind him that even during the last budget discussion, he gave the assurance that he would see it through, but somehow or other, it has not been possible to do it. There may be difficulties, but this case has been hanging for the last five or six years. If I may not be guilty of any impertinence, I will say that the hon. Shastriji assured me so many times that he would see to it that this thing was regularised before he left. But unfortunately, he left....

Shri M. R. Krishna (Karimnagar—Reserved—Sch. Castes): Suddenly.

Shri J. R. Mehta: .....much earlier than was anticipated. Apart from the assurance which the hon. Railway Minister has been kind enough to give, I want a categorical assurance that none of these ex-State railwaymen whose cases have been delayed will be made to suffer on that account and that they will get the benefit of the next below rule in the matter both of seniority as well as emoluments. Thank you.

Mr. Speaker: Shri Radha Raman. I am giving priority to those who have not spoken in this session or those who have not spoken on the Railway Budget.

श्री राधा रमण (चांदनी चौक) : अध्यक्ष महोदय, मैं माननीय रेलवे मंत्री का ध्यान दो चार बातों की ओर दिलाना चाहता हूं जिनका सम्बन्ध मेरे आसपास के इलाके से और मेरे इलाके से है।

पहली बात जो मुझे अर्ज करनी है वह यह है कि दिल्ली के करीब शाहदरा टू शामली एक लाइट रेलवे बहुत दिनों से काम करती आ रही है। वैसे भारतवर्ष में रेलवेज का राष्ट्रीयकरण हुआ, लेकिन अभी तक इस रेलवे की तरफ हमारी सरकार का ध्यान नहीं गया है। इस रेलवे की जो इस वक्त अवस्था है वह बहुत ही शोचनीय और दयनीय है। इस रेलवे का जो भी स्टाक है, चाहे इंजिन हों, चाहे गाड़ियां हों या रेलवे की पटरियां हों, सभी बहुत पुराना और बोसीदा है। इन गाड़ियों में सफर करने वालों को हर तरह की तकलीफ होती है। इस रेलवे के मुलाजिमों को भी इस कारण तरह तरह के कष्ट उठाने पड़ते हैं जो कि आज के जमाने में जबकि हम आजाद हैं, उनको नहीं उठाने चाहिए। हमारी राष्ट्रीय रेलवे में बहुत सारे सुधार हुए हैं जो कि हमारी सरकार ने किये है। मगर यह रेलवे चूंकि एक प्राइवेट कम्पनी की है। इसलिए बहुत पुराने तरीके पर ही चलायी जाती है। उसमें वे तमाम तकलीफें मौजूद हैं जो कि आज के जमाने में बरदाश्त करने के काबिल नहीं हैं। इसलिए मैं माननीय मंत्री जी का ध्यान इस ओर दिलाना चाहता हूं कि इस लाइट रेलवे का भी राष्ट्रीयकरण किया जाये और इसके साथ ही साथ उन लाइट रेलवेज का भी राष्ट्रीयकरण किया जाये जिनके बारे में दूसरे माननीय सदस्यों ने माननीय मन्त्री जी का ध्यान दिलाया है। अभी मुल्क में कई ऐसी लाइट रेलवेज हैं जिनका इन्तिजाम प्राइवेट कम्पनियों के हाथों में है। उन सबका राष्ट्रीयकरण होना चाहिए ताकि उनमें भी सुधार हो सकें।

एक और बात मैं माननीय मंत्री जी से अर्ज करूंगा। मैंने यह बात पिछले साल और उससे भी पिछले साल सदन के सामने रखी थी। वह यह है कि दिल्ली के चारों तरफ कुछ बड़ी बड़ी सड़कें हैं। जिस जमाने में वे सड़कें बनायी गयी थीं उस समय दिल्ली की जनता की तादाद बहुत कम थी, कोई ६ या ८ लाख रही होगी। पिछले दस वर्षों में यह संख्या खास तौर से बढ़ी है। अब दिल्ली की जनसंख्या २० लाख के करीब है। और यह आबादी दिनों दिन बढ़ती जा रही है। यह उम्मेद की जाती है कि यह संख्या हर साल एक लाख बढ़ जायेगी। इन सड़कों में से कुछ को चौड़ा भी किया गया है लेकिन अभी बहुत सी सड़कें पुरानी हालत में ही पड़ी हैं। लेकिन आने जाने वालों को जो सबसे बड़ी असुविधा है वह वह कि सड़कों पर जो रेलवे लेविल क्रासिंग हैं उन पर उनको बहुत देर ठहरना पड़ता है। मोटर्स और दूसरी वैहीकिल्स को भी बहुत ठहरना पड़ता है और इससे आने जाने वालों को बहुत असुविधा होती है। मैंने पहले भी माननीय मन्त्री जी से यह अनुरोध किया था कि इन सब लेविल क्रासिंग्स को या तो अन्डर ग्राउन्ड्स ब्रिज बना कर या ओवर ग्राउन्ड ब्रिज बनाकर हटा दिया जाये ताकि आमदोरफ्त रुके नहीं।

मथुरा रोड पर जब तिलपट का केस हुआ उसके बाद सरकार ने फैसला किया था कि वहां पर कोई पुल बने और वह बना भी है

लेकिन अभी इस तरह के कई और लेविल क्रासिंग हैं जैसे किशनगंज का, सराय रोहिल्ला का, सफदरजंग का जहां पर लोगों को यही दिक्कत होती है। मैं यह अर्ज करना चाहता हूं कि आज कल राजधानी के चारों तरफ आमदोरफ्त बढ़ती जाती है और रेलवे के अलावा बहुत मोटर गाड़ियां और बसें आदि आती जाती हैं। ऐसी सूरत में अगर इन क्रासिंगज पर ओवर ब्राउन्ड ब्रिज या अंडर ब्राउन्ड ब्रिज बना दिये जाये तो आमदोरफ्त में इतनी देर न लगे। इसके लिये मेरा अनुरोध है और मैं आशा करता हूं कि माननीय मन्त्री जी इस सम्बन्ध में विचार करेंगे और इसका कोई न कोई हल जल्दी ही हमारे सामने आयेगा।

तीसरी बात मैं यह अर्ज करना चाहता हूं कि हमारे दिल्ली के मेन स्टेशन के साथ साथ कुछ छोटे छोटे स्टेशन हैं। यह खुशी की की बात है कि कुछ गाड़ियां नई देहली से जारी होने लगी हैं ताकि दिल्ली मेन स्टेशन के क्राउडिंग में कुछ कमी हो जाये। लेकिन मैं समझता हूं कि अभी भी मेन स्टेशन पर बहुत क्राउडिंग है। पैसिंजर्स का क्राउडिंग है, गाड़ियों के आने जाने का क्राउडिंग है और इसका नतीजा यह होता है कि उत्तर और दक्षिण से आने वाली गाड़ियों को पास वाले स्टेशनों पर बहुत बहुत देर तक रुका रहना पड़ता है क्योंकि उनको लाइन क्लियर ही नहीं मिलता। गवर्नमेंट के पास इसके बारे में एक स्कीम भी है जिसकी कई बार घोषणा भी की गयी कि कुछ गाड़ियों को जो दक्षिण या उत्तर से आती हैं दूसरे स्टेशनों पर रोका जाय और कुछ माल गाड़ियों को और पंजाब से आने वाली गाड़ियों को हुमायूं टूम्ब के पास जो पुल बनने वाला है उस पर से ले जाया जाये। इस तरह की स्कीम सरकार ने घोषित की लेकिन उसकी रफ्तार बहुत स्लो है। मैं जानता हूं कि तीन चार बरस से यह बात गवर्नमेंट तै कर चुकी है कि हुमायूं टूम्ब के पास एक दूसरा पुल बनेगा और उस पर से बहुत सी मोटरें बसें और उत्तर से और मेरठ से आने वाली गाड़ियां जा सकेंगी जिसके कारण जमना ब्रिज पर जो ओवर क्राउडिंग है वह कम हो जायेगा। अभी जाने वाली सवारियों को जमुना पुल पर तीन चार मिनट रुकना पड़ता है। इसमें भी यह पुल बन जाने से कमी होगी। लेकिन उस स्कीम को पूरा करने की रफ्तार बहुत धीमी है। इस देरी को दूर कर के आने जाने वालों की तकलीफ को दूर करना सरकार का मुख्य कर्तव्य है। मेरी प्रार्थना है कि दिल्ली के आस पास के जो छोटे छोटे स्टेशन हैं उनमें सुधार किया जाये। वहां पर अभी पहले और और दूसरे दरजे के वेटिंग रूम नहीं हैं। और तीसरे दरजे के मुसाफिरों के लिए जो मुसाफिरखाने हैं वे बहुत छोटे हैं। जब बारिश वगैरह होती है तो यात्रियों को बहुत तकलीफ होती है। इन तकलीफों को दूर करने के लिये इन स्टेशनों पर सुविधायें दी जायें। बहुत से यात्री इन्हीं स्टेशनों से यात्रा करना पसन्द करते हैं। अगर इन स्टेशनों पर सुविधायें बढ़ा दी जायें तो मैन स्टेशन पर क्राउडिंग कम हो सकता है। इसलिए मेरी प्रार्थना है कि इन स्टेशनों की तरफ ध्यान दिया जाये। और इन स्टेशनों में अन्य सुविधाय दी जायें।

एक बात और मैं अर्ज करना चाहता हूं। वह यह है कि सरकार ने यह फैसला कर रखा है कि दिल्ली के चारों तरफ एक सरकुलर रेलवे बनेगी और इसी फैसले के परिणामस्वरूप कुछ लोकल ट्रेन्स चलती भी हैं जो कि दो चार स्थानों को जोड़ती हैं। जैसे दिल्ली मेन स्टेशन से मिंटो रोड ब्रिज, हार्डिंग ब्रिज, विनयनगर और लाजपतनगर के स्टेशनों को मिलाती है। लेकिन यह रेलवे अभी अधूरी है। मैं समझता हूं कि उसको जल्द पूरा करना चाहिए ताकि तिलकनगर और तिहाड़ वगैरह को भी मिलाया जा सके। इन इलाकों से बस भी आती हैं पर उनमें बहुत भीड़ रहती है। इसलिए लोगों को आने जाने में बहुत तकलीफ होती है। इसलिये मैं निहायत अदब से अर्ज करना चाहता हूं कि यह सरकुलर रेलवे बनाने का जो गवर्नमेंट ने फैसला किया

[श्री राधा रमण]

है उसको शीघ्रातिशीघ्र पूरा किया जाये ताकि यह रेलवे दिल्ली के चारों तरफ हो जाये और बहुत से आदमी अपने काम काज के लिए आराम से इस के द्वारा आ जा सकें।

इस सिलसिले में मैं एक बात और अर्ज करना चाहता हूं कि सरकार ने जो यह सरकुलर रेलवे बनाने का फैसाला किया है इसमें हौज खास, कुतुब और तुगलक फोर्ट को भी शामिल कर लिया जाये क्योंकि बहुत से लोग इन जगहों को जाते हैं और जाना चाहते हैं। इससे सरकार को आगे चल कर फायदा होगा नुकसान नहीं होगा क्योंकि यात्रियों की संख्या बहुत काफी होगी। हो सकता है कि पहले दो बरस में कुछ घाटा हो लेकिन आगे फायदा होगा इसमें सन्देह नहीं ?

इन बातों के साथ साथ मैं एक बात और अर्ज कर के बैठ जाऊंगा। मुरादाबाद-दिल्ली की गाड़ी के बारे में खास तौर पर और आम गाड़ियों के बारे में आम तौर पर पंक्चुएलिटी के डिक्लाइन होने की शिकायत सुनी जाती है। मैं समझता हूं कि इस की तरफ खास ध्यान दिया जाना चाहिये। आज से पांच साल पहले एक वक्त ऐसा था, जब कि सारे हिन्दुस्तान में एक ऐसी हवा थी कि गाड़ियां बिल्कुल ठीक वक्त पर आती जाती थीं, लेकिन अब दिनों-दिन इस में कमी हो रही है आज हम देखते हैं कि बहुत सी गाड़ियां वक्त पर नहीं चलती हैं या आती हैं। बाज गाड़ियां तो दो दो घंटे लेट हो जाती हैं। जहां तक इस के कारण का सम्बन्ध है, माननीय मंत्री स्वयं देखेंगे, लेकिन मैं यह बताना चाहता हूं कि मुरादाबाद-दिल्ली की गाड़ी तीस दिन में कभी भी ठीक वक्त पर नहीं आती है। उस गाड़ी पर बहुत से लोग आते जाते हैं। इसलिये उस की तरफ ध्यान देना चाहिये।

ये चन्द बात मेरे दिमाग में थीं, जो कि मैं ने अर्ज कर दी हैं। मुझे आशा है कि माननीय मंत्री इन की तरफ भी ध्यान देंगे।

Shri Tyagi (Dehra Dun) rose—

Mr. Speaker: I am sorry, I had already agreed to call the hon. Minister. The hon. Member will have many further opportunities.

Shri Jagjivan Ram: Sir, again mention has been made about accidents. Shri Mehta said something about comparison of accidents with other countries. As you are aware, I have not ventured to compare the incidence of accidents in India with those in other countries, or of the accidents in previous years with those in recent years—though one can profitably compare. I will only repeat what I have said, that whenever any accident takes place, it is a matter of anxiety and worry for every one and it is also for the Railway Board and the Railway Ministry. It will be our earnest effort by all possible means to minimise the chances of accidents. More than that I cannot say on that point.

Shri Ghose made mention of certain facts about the accident at Sonarpur in Sealdah Division. I will not go into details of that. I think that enquiry has not been completed by the Government Inspector of Railways. All the circumstances of the case will be looked into by him and he will submit his report. Whatever facts are brought to our notice by him, we will ask the officers to look into them. More than that I cannot say at this stage.

Then, questions have been raised about the speed of trains or the introduction of new trains in certain areas. I cannot give any definite answer to all these things at present. I will get them examined and see how

far we can speed up the trains in certain areas, or how far we can introduce new halts or introduce new trains or coaches in those areas.

Shri Mahanty again raised the question of electrification. I had given an answer to that on more than one occasion, and I do not want to repeat those very things. While making any comparison with the mileage of electrification in U.S.A., U.S.S.R., U.K. or other countries, the other conditions in those countries should also be taken into consideration. One should not forget that in U.S.A. it is not to their advantage to introduce electrification. They have large-scale dieselisation and they have plenty of diesel oil, and that is perhaps one reason why they not gone in for large-scale electrification. In U.S.S.R. they have just started electrification on a very long route. Then again, the pattern of traffic has also to be taken into consideration, whether electrification is necessary or not. As far as priorities are concerned, the Planning Commission is there which goes into very great details in fixing the priorities and determining them. And it is only after the Planning Commission had examined all aspects that the new lines to be undertaken by the Railways were decided upon and included in the Second Five Year Plan. So it will not be correct to say that these things are decided and allotment made without proper consideration of the priorities. There is, as I have said on previous occasion, need for the development of railway lines in many parts of the country. In certain areas, Railways develop due to certain factors which I need not mention here. Shri Mahanty made a grievance that whatever Railway line was constructed in Orissa was before Independence. That applies to most of the States in this country, because construction of new lines in recent years has been very meagre. Whatever construction has been done, I think Orissa has got a proportionate share therein.

Shri Panigrahi (Puri): Only 13 miles.

An Hon. Member: We have got none.

Shri Jagjivan Ram: If they compare their population with the total population of the country and the proportion, they will find that Orissa has not been unjustly treated in this matter.

Some time ago, I had given certain figures. I do not mean to say that there is no case for new lines in these areas. The case of Titlagarh-Sambalpur is being pursued. That is linked with the development of the export or iron ore from that area. We have been anxious ourselves that in that area something should be done. I myself feel very much disappointed when I find that I am not in a position to undertake the construction of a few miles of railway line in certain areas where they are very urgently required. I am equally disappointed as hon. Members coming from those areas are disappointed. But, we have to find ways and means for that.

Shri Mahanty pointed out, why there is increase in staff. I leave it to him to compare the traffic both goods and passenger handled by the Railways four or five years ago and during the course of this year.

Shri Mahanty (Dhenkanal): May I know why these posts were not filled up so long and why they were held in abeyance? In case there is urgent need for appointing persons, why was there the delay in appointing the persons?

Shri Jagjivan Ram: This question is under constant review and whenever there is necessity for increasing the staff, it is increased. It is a constant and continuous process. The House would appreciate that increase in the staff is a continuous process because the Railways are expanding and traffic is increasing and with the increase in traffic, there should be a proportionate increase in the staff. Wherever there is increase in staff, naturally, there will be increase in

[Shri Jagjivan Ram]

the ranks of officers also. They are all related things. To that extent, there has been increase in the expenditure over staff. If one feels that we can do without staff, we can save money. But, the question is whether it is possible to do without staff when traffic increases. We have to have staff.

It will not be possible for me to take up all the individual questions that have been raised. But, I will try to deal with them as far as possible. The question of Barsi Light Railway and the employees of that Railway was dealt with in great detail here by Shri D. R. Chavan and other friends. While replying the other day, I said that the question of their seniority and the taking of their prior service on that Light Railway into account for that purpose has already been decided and their service on the Barsi Light Railway will be taken into consideration while determining their seniority on the Indian Railways. There are a few other questions which are under examination and decisions will be taken on them very shortly. The cases of a few individuals were also quoted here. When the integration of that Railway was done, a committee was set up and that committee went into the question of every employee. It went into the question of the employees mention of whom has been made in this House. It was only after taking into consideration their qualifications and experience that their salary on integration was determined. I will not mention that because that may prejudicially affect the interests of those employees, if I were here to quote their qualifications and all these things. But, I may assure the House that all these things were very thoroughly examined and then decisions were taken.

A question about the contract for wagon assembling to one firm, Dhiman Brothers, was raised by my friend Shri Sadhan Gupta. The other day, it was raised by Shrimati Renu Chakravartty. I had told the House that I shall go into that question. After that, Shri Sadhan Gupta again repeated that, and tried to make out a case that here was a great scandal. I would like to give certain details about that contract. He said that the lowest tender was not accepted. It is a fact that the lowest quotation was from Messrs The Great Western Engineering Works, Bombay. The quotation of this firm could not be entertained as the firm was involved in irregular transactions which were under investigation and which have subsequently been proved. The next lowest offer was from Dhiman Brothers and the same was accepted. The contract for the assembly of 8800 imported broad gauge wagons to be assembled at Vizagapatnam was, therefore, awarded to Messrs Dhiman Brothers in July 1955.

It is true that security in the shape of bank guarantee had been proposed equivalent to the value of materials entrusted to him at any time. No such condition had, however, been laid down in the original tender notice. The contractor further represented that as, at any time, he may have in his hands materials for about 2,000 wagons, their value would be very large and it would be impossible to furnish bank guarantee for such a large amount. This condition was, therefore, waived. But, the interests of the Railway administration have been safeguarded by obtaining an Indemnity bond from the contractor. Cash security is being recovered from all progress payments to the extent of 20 per cent on each bill. The contractor is carrying out the assembly work within the Railway premises at Vizagapatam. Adequate precaution is being taken to see that no railway material is disposed of in an unauthorised manner.

Out of about 12,000 wagons to be assembled, over 10,000 wagons have

been already delivered by him. Besides the Indemnity bond, the Railway administration has adequate cash security by deduction from all account bills to protect the Railway interest for the remaining number of wagons.

In regard to the suggestion that a large number of wagons were diverted from Vizagapatam to the contractor's workshop near Calcutta, it is pointed out that this diversion was done by the Administration entirely to suit the unloading facilities available from time to time as between Vizagapatam and Calcutta ports. At no time was any request received from the contractor for diversion of assembly work from Vizagapatam to Calcutta. The D.G., I.S.D., London, who was responsible for making arrangements for the despatch of these wagons in a knocked down condition told the Board that they were unable to obtain shipping to Vizagapatnam as a result of which 2369 wagons had to be diverted to the Calcutta port. There was, therefore, no question of realising any amount from the contractor for the so-called transport of wagons from Vizagapatam to the Calcutta Port.

This is the factual position regarding the contract to Shri Dhiman, and I do not think there has been anything done which may be termed as scandalous, but as I had said on the previous occasion, I want to go into this matter further and see whether there is any justification for such allegations.

13-41 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Shri Bharucha raised the question of the capital-at-charge and the contribution to the depreciation fund. On the previous occasion I had briefly dealt with that, but I would like to say this.

The House is aware that the Convention Committee of 1954 recommended that the contribution to the depreciation reserve funds should be raised from Rs. 30 crores to Rs. 35 crores during the five years commencing from 1st April 1955. This contribution was increased to Rs. 45 crores with effect from 1955-56 with the sanction of Parliament as the withdrawal from the funds was worked out as likely to be of the order of Rs. 293 crores during the quinquennium 1955-56 to 1959-60 and also to leave a balance at the end of the period equivalent to at least one year's expenditure on renewals and replacements. The contribution to the depreciation reserve fund will, of course, be reviewed by the Convention Committee which is scheduled to meet next year. That, I think, meets the point of Shri Bharucha in which he suggested that a committee should be appointed to go into the question of contribution to the depreciation reserve fund.

He also raised the point that there should be no further credit to the revenue reserve fund, that its ceiling limit should be fixed at Rs. 50 crores and the excess over that should be diverted to the depreciation reserve fund. It may be stated for the information of Shri Bharucha that except for interest charges—about Rs. 1½ crores a year on an average on the fund balances—there has been no appropriation to or withdrawal from the revenue reserve fund since the beginning of the Second Five Year Plan. The fund balances are expected to stand at about Rs. 51 crores at the end of 1958-59.

It may be stated that the Wedgewood Committee recommended that a general reserve of this kind should be built up to at least Rs. 50 crores. At the time of the Wedgewood Committee's report, the capital-at-charge on Indian Government railways was about Rs. 790 crores. The reserve, therefore, as recommended by the committee would work out to about 6·4 per cent. of the capital-at-charge. At this rate the revenue reserve fund should have a balance of over Rs. 80 crores at the end of 1958-59.

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The question regarding the size of the fund, *inter alia*, was also considered by the Convention Committee of 1954, and the committee did not consider it necessary to prescribe even the minimum limit for this fund. The question will no doubt be considered again by the Convention Committee which is due to meet next year.

Then, questions have been raised about the compensatory hill allowance on certain sections,—Palampur —Jogindernagar. Perhaps my hon. friend is not aware that the cost of living at these stations is not as high as at Palampur, and unless those stations are declared hill stations by the State Government, which has not been done and is not likely to be done, it cannot be expected from the railways to increase the allowance.

Shri Hem Raj: Those stations are as dear as the other ones are.

Shri Jagjivan Ram: I think the State Government have better data to come to that conclusion than the hon. Member has, and when they have not declared it, it can be certainly presumed that their cost of living is not as high as at Palampur.

Then again, about the rates on the Darjeeling-Himalayan Railway. The House is aware that it was at the insistence of my friend Shri Tyagi that the inflated mileage charged on the hill railways was reduced by 25 per cent. last year.

Shri Tyagi: Only. It is still three times the normal rate on the Simla-Kalka line.

Shri Jagjivan Ram: It is not three times.

Shri Tyagi: Three times exactly. It was four times previously. You were pleased to reduce it by 25 per cent. It still remains three times—three times the normal rate on the plains.

Shri Jagjivan Ram: So, you got 25 per cent. reduction, though there has been no reduction in other things, so far as that is concerned.

Shri Tyagi: I was expecting 25 per cent. this year.

Mr. Deputy-Speaker: There cannot be any possibility of 25 now—33-1/3.

Shri Jagjivan Ram: There is no doubt my friend Shri Tyagi got a substantial concession for the hill railways so far as the inflated mileage is concerned.

Shri D. C. Sharma (Gurdaspur): That means that we must send our suggestions through shri Tyagi!

Shri Jagjivan Ram: It was raised by my friends who represent Simla-Kalka and Kulu valley also. So, the credit should also go to my friends Shri D. C. Sharma and Shri Hem Raj.

Shri Hem Raj: We want something more.

Shri Tyagi: May I just interrupt a little? Could the hon. Minister kindly give us an indication as to whether the policy of the ...

Mr. Deputy-Speaker: At least one of them should sit down. Both should not remain standing.

Shri Jagjivan Ram: But when I was standing, it meant I was not giving way.

Shri Tyagi: That is my misfortune.

Mr. Deputy-Speaker: Then the hon. Member should have kept to his seat.

Shri Tyagi: Is there any possibility in future of Government reconsidering the position and normalising the over-charged rates on the hill lines because it costs the people in the hills very high?

Shri Jagjivan Ram: Let them first digest the concession granted last year.

Shri Manaen (Darjeeling): What about the advisory committee in Darjeeling for the Darjeeling-Himalayan section of the N.E.F. Railway?

Mr. Deputy-Speaker: Those who got an opportunity to speak when the Demands were being discussed should not utilise this opportunity when the Minister is replying to give their speeches.

Shri Jagjivan Ram: I was dealing with that, and my hon. friend must be aware that we have got a station advisory committee at Siliguri, and that advisory committee goes into the question not only of time-table and amenities of the passengers, but also into the question of traffic and commercial aspects. I think the committee is already there, and it is functioning, and there is no need for another committee.

Perhaps it was my hon. friend Shri Menon who raised the question of five engines that were on the Southern Railway and said that their performance was not quite satisfactory. Orders were placed for ten prototype engines in 1952, and they were delivered in 1955. Five of them were sent to the Southern Railway and five were retained by the Northern Railway. The performance of the five engines which have been stationed at Jullunder in the Northern Railway has been quite satisfactory. The performance of the five railway engines on the Southern Railway was also satisfactory except that some defect was noticed in the boilers of two of the engines. Two others have gone for intermediate check-up. It always happens that before we place any large-scale orders, we order a few prototypes in order to see their performance for some time, and if their performance is satisfactory, only in that case, the bulk order is placed with the manufacturer; or, if some minor adjustments are to be made, they are also suggested to the manufacturers. So, these ten engines were the prototype engines brought here for trial, to see how they were working; and if their working is satisfactory, we will place further orders for them. That is the position regarding those engines, and it cannot be said that they are going to be scrapped in two years or three years. Normally, our engines work for fifty to sixty years quite satisfactorily. That is the position of those engines.

Then, questions were raised about under-bridges or over-bridges at many places. We have certain formulae for the construction of over-bridges or under-bridges, that the cost should be shared by the State Government or the local authority concerned and the railways in certain proportions. Even in regard to bridges, unless the co-ordination of the P.W.D. authorities and the State Government or the local authority is there, it will not be possible to have these over-bridges constructed, because the portion outside the railways' jurisdiction has to be maintained by a certain authority. So, the question of the under-bridge at Cuttack the over-bridge at Shoranur has been taken up with the State Governments, and as soon as matters have been finalised by the State Governments, they will be undertaken. That applies to other places also.

In many places, after the construction of the railways, certain facilities are provided, and then townships grow. Then, necessity is felt for a level-crossing or an over-bridge or an under-bridge. Everybody expects that the railways should provide it. In many cases, as I have said, there are the formulae and conditions according to which we have to provide it.

Shri Radha Raman: That applies to Union Territories also?

Shri Jagjivan Ram: The same applies to Union Territories also, because the railways do not maintain the roads appertaining to the bridges;

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they have to be maintained by some other authority, and unless there is co-ordination with that authority, it is not possible to construct it, because the purpose will not be served.

The question of zones and divisions or the district set-up has always been raised. Today, Shri J. R. Mehta has raised something and replied to it also himself. The days of Tughlaks are gone, no doubt, but he tried to play the part of Tughlak and the criticiser both by himself. On the one hand, he supported the zonal set-up, and on the other, he also suggested how modification should be made therein. As I have said on previous occasions, there is no intention to undertake any large-scale reviewing or revising of the zonal set-up at present. As far as minor adjustments are concerned, as I have said on previous occasions, they will be taken with a view to rationalisation in certain smaller areas, wherever possible.

As regards location of certain divisions in certain areas, it will be very difficult for the railways to function, if the location of zones or divisional headquarters or district headquarters were to be decided on the basis of a State-wise division of the country.

Shri Mahanty: What should be the criteria?

Shri Jagjivan Ram: The criteria are the operational facilities from the point of location, which can be provided for that area. That is the only criterion. Otherwise, considering the demands that the railways are getting for the location of zones or the creation of divisions, I think the only way to give satisfaction to the different States is to locate a zone in every State; but that will be impossible; the railways cannot function then. Whether it be Orissa or Bihar or Andhra Pradesh or Rajasthan, there is the demand; even from Karnataka there is the demand that there should be a zone there.

Shri Dasappa: We had it before.

Shri Jagjivan Ram: If that were to be done the railways cannot function. Therefore, I do not think that the demands of all the States can be satisfied by any railway system in this country; it is not possible.

At present, so far as Orissa is concerned, as I have said on previous occasions, there is no intention of divisionalising it, and the district pattern is continuing. There is no occasion for any anxiety being expressed thereon that Orissa's claim is not being considered. As I have said, whenever the divisional pattern is to be introduced, Orissa's claim also will be taken into consideration, if on operational grounds it is feasible to locate a divisional headquarters there also.

As regards ex-State railway employees, I have nothing to add to what the Deputy Minister said the other day. Most of the cases have been finalised, and a few cases which are still not finalised will, I think, be finalised during the course of this month. There is no occasion for the next-below rule. The formula that was announced by my predecessor was subject to certain conditions, and I think there has not been any inordinate delay in the implementation of that offer, because that was subject also to availability of vacancies. So, I do not think there is any case for the next-below rule or for giving them the benefit of seniority from any date prior to the date on which decisions would be taken.

Shri J. R. Mehta: But a certain percentage was reserved for them.

Shri Jagjivan Ram: That is why they are going to get it. I shall expedite it and see that it is finalised during the course of the month.

Shri Dasappa (Bangalore): In addition to normal promotions.

Shri Jagjivan Ram: I would like to make another appeal to this House.

Let us forget about these ex-State railway employees. Once having settled about these things, let us not, on the railways, for all times to come maintain two sets of employees, the Indian Railways employees and the ex-State railway employees. Once they have been integrated, let them take their chance on merit along with others. Let not the question be raised here every time that for all times to come they should be entitled to certain concessions. There is no doubt that the bulk of the ex-State railway employees have enormously benefited by the integration of the ex-State railways with the Indian railways. There may be a few cases here or a few cases there, where certain anomalies have arisen, but we shall always look into such cases of anomalies. But wherever any *ad hoc* decision is taken with a view to grant certain concessions, anomalies are bound to arise; there cannot be any such *ad hoc* concessional formula where there will be no anomaly.

That leads me to the upgrading which was announced last year. One hon. Member has said that it has done no benefit to the station masters and the assistant station masters. It was an amazing statement.

Shri Naushir Bharucha (East Khandesh): To some categories.

Shri Jagjivan Ram: The categories cover assistant station masters and station masters. Of course, there is a large number of other categories also that are covered, but I am speaking of the station masters and the assistant station masters.

14 hrs.

I think a very large number of them has been benefited substantially by the upgrading announced last year. But if there are a few cases, marginal cases, where certain anomalies have arisen, the administration concerned will look into them if proper representations are made to the proper auuthorities through proper channels. But I will not be surprised if there are cases where a Station Master will rather refuse to go on promotion to another station, if that station is not as good as the station on which he is posted at present. There are cases of refusal of promotion.

Shri Braj Raj Singh (Firozabad): What are the reasons for this?

Shri Jagjivan Ram: The Station Masters know them best.

Shri Braj Raj Singh: The Railway Minister seems to know them best!

Shri Jagjivan Ram: There may be several considerations, several aspects, from which a person regards a station as a good station. Some considerations were urged by my hon. friend, Shri Ghose.

Shri Braj Raj Singh: Is income one of those considerations.

Shri Jagjivan Ram: As I said, upgrading has benefited a very large number of railway employees. If there are a few cases where anomalies have arisen, they should be brought to the notice of the proper authorities and they will be looked into.

I do not agree with the suggestion that the cultural and social welfare activities should be held in abeyance in order to save what? We spend a few lakhs over these. Why should after all any hon. Member of this House grudge the expenditure of a few lakhs over the cultural and social welfare activities of the staff.

Shri Basappa (Tiptur): Not in the Railway Ministry.

Shri J. R. Mehta: I was talking generally in respect of all departments.

Shri Jagjivan Ram: These activities in other Ministries also have their

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importance and they cannot be easily belittled. I am glad that hon. Members will not mind a few lakhs being spent on the cultural and social welfare activities of the railway staff.

Some Hon. Members: Not at all.

Shri Jagjivan Ram: That is very necessary. When they are engaged in arduous work, it is necessary that opportunity is provided to them for certain diversions, and that is what I am trying to do by spending large amounts for their cultural and recreational activities and for their social welfare.

An Hon. Member: Is it culture or agriculture?

Shri Jagjivan Ram: I have exhausted my time and I do not want to exceed it.

It was argued in detail about departmental catering and private catering. There is no intention to penalise the small contractors or caterers on the railways. Wherever we have displaced them for the purpose of departmentalising catering in a particular station, care has been taken to see and to give them alternative stations in order to rehabilitate themselves. At present, perhaps it will not be possible to go in on a large scale for departmentalisation. But the intention is that there should be no large holdings on the railways of individual contractors. That is my policy and I am pursuing it. It will be wrong to say that we are penalising the small contractors or vendors. Wherever we have displaced them, we have taken care to see that alternative stations are provided to them. I am not so solicitous in the case of the contractors who have got more than one station.

There might have been certain lapses in departmental catering. But on the whole, the reports that I get from the patrons of the railways and from the Members of this House go to show that departmental catering in general is giving satisfaction to them.

Shri Tyagi: Decidedly.

Shri Jagjivan Ram: I wish there should be no condemnation; there should rather be encouragement to the staff so that we can go in for more departmentalisation, so that we can render better service to the patrons of the railways.

I hope hon. Members will withdraw their cut motions.

Shri Elayaperumal (Chindambaram-Reserved-Sch. Castes): May I know whether Government have received the traffic survey report in respect of the Chinglepet-Chinnasalem railway line *via* Kallakurichi, Wandiwash and Tiruvennamalai? If so, what action has been taken by Government on it?

Shri Jagjivan Ram: It will not be possible for me to give a reply to that now. I will get it examined and looked into.

Mr. Deputy-Speaker: What about the appeal that has been made by the Minister? Is there any cut motion that is required to be put specifically or which Members intend to press to a division?

Some Hon. Members: No.

Mr. Deputy-Speaker: May I put all the cut motions together to the vote of the House?

Shri Warior (Trichur): Because it is lunch hour, many Members are not in the House. A decision can be taken after the lunch hour.

Mr. Deputy-Speaker: Unless there is intention to press it to a division, we can take voice vote. That is what I am asking Members to indicate.

Shri Braj Raj Singh: Vote may be taken.

Mr. Deputy-Speaker: I shall now put all the cut motions to the vote of the House.

All the cut motions were put and negatived.

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the Order Paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March 1959, in respect of Demands Nos. 1 to 18 and 20."

The motion was adopted.

[*The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed.*]

DEMAND No. 1—RAILWAY BOARD

"That a sum not exceeding Rs. 81,19,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Railway Board'".

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 1,28,28,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Miscellaneous Expenditure'".

DEMAND No. 3—PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs. 31,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Payments to Worked Lines and Others'".

DEMAND No. 4—WORKING EXPENSES—ADMINISTRATION

"That a sum not exceeding Rs. 32,73,57,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Administration'".

DEMAND No. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 1,04,29,56,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Repairs and Maintenance'".

DEMAND No. 6—WORKING EXPENSES—OPERATING STAFF

"That a sum not exceeding Rs. 63,80,97,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Operating Staff'".

DEMAND No. 7—WORKING EXPENSES—OPERATION (FUEL)

"That a sum not exceeding Rs. 57,21,34,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Operation (Fuel)'".

DEMAND No. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

"That a sum not exceeding Rs. 18,44,89,000 be granted to the President to defray the charges

which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Operation other than Staff and Fuel' ".

DEMAND No. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a sum not exceeding Rs. 26,29,60,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Miscellaneous Expenses' ".

DEMAND No. 10—WORKING EXPENSES—LABOUR WELFARE

"That a sum not exceeding Rs. 7,88,91,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Labour Welfare' ".

DEMAND No. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND

"That a sum not exceeding Rs. 45,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund' ".

DEMAND No. 12—*DIVIDEND* PAYABLE TO GENERAL REVENUE

"That a sum not exceeding Rs. 49,58,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Dividend Payable to General Revenues' ".

DEMAND No. 13—OPEN LINE WORKS (REVENUE)—LABOUR WELFARE

"That a sum not exceeding Rs. 1,62,37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works (Revenue)—Labour Welfare' ".

DEMAND No. 14—OPEN LINE WORKS (REVENUE)—OTHER THAN LABOUR WELFARE

"That a sum not exceeding Rs. 13,32,59,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works (Revenue)—Other than Labour Welfare' ".

DEMAND No. 15—CONSTRUCTION OF NEW LINES

"That a sum not exceeding Rs. 25,39,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Construction of New Lines' ".

DEMAND No. 16—OPEN LINE WORKS—ADDITIONS

"That a sum not exceeding Rs. 4,12,02,06,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works—Additions' ".

DEMAND No. 17—OPEN LINE WORKS—REPLACEMENTS

"That a sum not exceeding Rs. 99,17,43,000 be granted to the President to defray the charges which will come in course of payment during the year ending

the 31st day of March, 1959, in respect of 'Open Line Works—Replacements' ".

DEMAND No. 18—OPEN LINE WORKS—DEVELOPMENT FUND

"That a sum not exceeding Rs. 36,70,32,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Open Line Works—Development Fund' ".

DEMAND No. 20—APPROPRIATION TO DEVELOPMENT FUND

"That a sum not exceeding Rs. 27,34,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Appropriation to Development Fund' ".

Mr. Deputy-Speaker: I have to make an announcement. The other day Shri Harish Chandra Mathur raised the point that those who had had no opportunity to speak during the Railway Budget debate were previously allowed to send in some notes and the Minister promised to consider all of them or give his attention to them.

In that connection, I have to say, as in previous years, Members who have not participated in the discussion of the Railway Budget at any stage and wish to invite the attention of the Minister of Railways to any specific local grievance under the Demands for Grants on Railways, may send memoranda to the Lok Sabha Secretariat before 5 P.M. on the 13th March 1958. These memoranda will be forwarded to the Minister of Railways who will in due course send replies which will be placed on the Table of the House. Each Member will be entitled to give one memorandum on one specific local grievance and the memorandum shall not exceed ten lines. In case any memorandum consists of more than one point, the first point only will be considered.

Shri Tyagi: Ten lines are too short.

CONTROL OF SHIPPING (CONTINUANCE) BILL

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): I beg to move:

"That the Bill to continue the Control of Shipping Act, 1947, for a further period be taken into consideration".

This measure will extend the life of the Control of Shipping Act by another two years. I plead for it in view of certain circumstances, in view of the fact that this particular enactment serves a very important purpose in the regulation of Indian shipping.

As originally enacted, this measure which happens to be, in some measure, a continuance of the Defence of India Rules and to some extent, a revival of the powers that were vested in the Government in regard to the fixation of freight and fare rates, provided for a system of licensing under which all ships registered in India were required to take out licences. Licences could be for two purposes—general licence for plying in the seas and licence for specified or particular voyages. The shipping authority, as contemplated in the measure, was empowered to lay down priorities in respect of cargoes, goods and passengers also. As I said just now, the third power that this enactment gave was in respect of fixation of freight and fare rates.

If we look at the Statement of Objects and Reasons of the original enactment, we will find the following

[Shri Raj Bahadur]

note:

> "By the exercise of these powers, Government will be able to ensure essential supplies of coal, both for the railways and for industry in the south and west of India and transport of foodgrains and salt from the west...."

For the information of the House, I am just mentioning a little history. This particular Bill was moved by Mr. I. I. Chundrigar in 1947 in this House. This is the genesis of this measure. This was initially intended to be a temporary measure. But, in 1948, the then Minister for Industries and Supplies, the late Dr. Syama Prasad Mookerjee, introduced an amendment which made it more comprehensive and brought within the orbit of its application all ships that plied on coastal trade. This particular amending measure also extended the life of the original Act.

Then, from time to time, because this measure was found to be useful for the purpose of promoting our shipping, particularly, for the purpose of reserving coastal trade for our Indian vessels, its life has been extended from time to time, until in 1956, Shri Alagesan, the then Deputy Minister, came to the House and wanted its extension for another two years.

The justification throughout had been that we in India, for our shipping purposes, require a comprehensive measure to cover all aspects of Indian shipping as far as possible. That Bill was under drafting. It has now been introduced, as the House knows; not only introduced, but consideration to some extent has been given and it has now been referred to a Joint Committee of both Houses.

Clauses 391 to 400 of the Merchant Shipping Bill, which is now before Parliament, incorporate almost all the provisions of the enactment, the life of which is sought to be extended by two years by the present Bill. The reason is that we like to have some time more during which this Bill has to be passed and the preliminary steps have to be taken. And, we have got to be careful enough that the period for which we ask it to be extended should be sufficient so that all that has to be done under the new Bill, from its passing to its application and implementation, is carried out.

I think the House will agree that we do require this Bill because it ensures for us a system of licencing by which we can make the best possible use of our available tonnage on our coast and otherwise. It also helps us to implement the policy of Government regarding reservation of the coastal trade for Indian shipping. As such, I think, I am not called upon to give any further reasons. In case there is any doubt lurking anywhere in any section of the House, I will be only too glad to say something about it.

I commend this measure to the acceptance of the House.

Mr. Deputy-Speaker: Motion moved:

> "That the Bill to continue the Control of Shipping Act, 1947, for a further period, be taken into consideration."

श्री रघुनाथ सिंह (वाराणसी) : उपाध्यक्ष महोदय, यह जो बिल उपस्थित किया गया है, इसका मैं समर्थन करने के लिये खड़ा हुआ हूं।

लेकिन इसके साथ ही साथ ट्रांसपोर्ट के सम्बन्ध में मैं दो शब्द और कहना चाहूंगा।

में माननीय सदस्यों के सम्मुख, रोड ट्रांस्पोर्ट, रेल ट्रांस्पोर्ट और वाटर ट्रांस्पोर्ट, इन तीनों का केस उपस्थित करूंगा। इसमें मैं इस बात को साबित करने की चेष्टा करूंगा कि जो वाटर ट्रांस्पोर्ट सब से सस्ता है और उसकी अधिक से अधिक जितनी उन्नति की जा सकती हो, की जानी चाहिये।

भारतवर्ष में प्रतिवर्ष २६६ मिलियन टन गुड्स का ट्रांस्पोर्ट होता है। इसमें से रोड ट्रांस्पोर्ट होता है १२५ मिलियन टन; रेल ट्रांस्पोर्ट होता है ११५ मिलियन टन; और वाटर ट्रांस्पोर्ट होता है २६ मिलियन टन। इस २६ मिलियन टन में से ८ मिलियन टन तो होता है इंडियन शिपिंग के द्वारा और बाकी ट्रांस्पोर्ट होता है फारेन शिपिंग के द्वारा। इस तरह से आप देखेंगे कि रोड ट्रांस्पोर्ट सब से अधिक है। इस रोड ट्रांस्पोर्ट में अगर आप देखें तो आपको पता चलेगा कि बैल से चलने वाली ठेलागाड़ी की संख्या, आपको यह सुनकर आश्चर्य होगा, हिन्दुस्तान में एक करोड़ है यानी १० मिलियन है। हिन्दुस्तान में ट्रक्स की संख्या १,१६,८६७ है। रेलवे वैगंस की संख्या आपने बजट में देखी होगी, २,४६,७३५ है। लेकिन वाटर ट्रांस्पोर्ट में अगर आप जहाजों की संख्या देखें तो आपको पता चलेगा कि वह सिर्फ १२८ है। यह है हमारी स्थिति।

मैं आपको यह बतलाने की चेष्टा करूंगा कि ट्रांस्पोर्ट में हमारा इनवैस्टमेंट कितना है। रोड ट्रांस्पोर्ट में हमारा इनवैस्टमेंट १३२२ करोड़ का है। इस १३२२ करोड़ में ७५० करोड़ तो बैलगाड़ियों पर और ११६ करोड़ रुपया ट्रक्स में लगा है। जहां तक रोड्स का सम्बन्ध है, तमाम हाइवेज को लेकर, सम्पूर्ण मेनटेनेंस को लेकर उन पर हमने ४५६ करोड़ रुपया खर्च किया है। अगर आप रेलवे पर इनवैस्टमेंट को देखें तो आपको पता चलेगा कि हमारा कुल इनवैस्टमेंट ६७५ करोड़ पया है। वाटर ट्रांस्पोर्ट पर जो हमारा इनवैस्टमेंट है वह है २०५ करोड़ रुपया।

हमको इन से जो फायदा होता है, उस पर आता हूं। रोड ट्रांस्पोर्ट से जो हमको रिटर्न मिलता है, ट्रक्स को तथा बैलगाड़ियों को भी अगर हम शामिल कर लें, तो वह आठ परसेंट मिलता है। आठ परसेंट फायदा होता है। रेलवे बजट में आपने देखा होगा कि रेलों से चार परसेंट रिटर्न मिलता है। जहां तक शिपिंग का सम्बन्ध है, कुल मिला कर १९५६ में १६ करोड़ की आमदनी हुई थी। इस १६ करोड़ में मैं इंडियन शिपिंग को ही शामिल कर रहा हूं, फारेन शिपिंग को मैं छोड़ रहा हूं। इस १६ करोड़ में ८ करोड़ रुपया इंडियन शिपिंग ने विदेशी मुद्रा के रूप में अर्जित किया और बाकी आठ करोड़ रुपया हमारा हिन्दुस्तानी रुपया है। सन् १९५५-५६ में जहां तक शिपिंग के बिल्स पैंडिंग होने का ताल्लुक है, उसमें १५५ करोड़ रुपया वाटर ट्रांस्पोर्ट का है। इसमें से १६ करोड़ को छोड़ कर १३० करोड़ रुपया हमने विदेशी कम्पनियों की जेब में डाल दिया है। एक तरफ तो हम कहते हैं कि फारेन एक्सचेंज की बड़ी कमी है, और दूसरी तरफ हिन्दुस्तान का १३० करोड़ पया फारेन एक्सचेंज के रूप में हम सीधे विदेशी कम्पनियों की जेबों में बड़ी सरलता तथा स्वागत-सत्कार के साथ रख देते हैं।

इस स्थिति का सामना कैसे किया जावे, यह प्रश्न हमारे सामने उपस्थित होता है। इसके लिये एक दो बातें हैं। एक तो जैसा मैंने अभी बताया है रेलों में भी आपका इनवैस्टमेंट है और रेलवे लाइंस को भी

[श्री रघुनाथ सिंह]

आपको मेनटेन करना पड़ता है । रोड ट्रांस्पोर्ट में रोड्स को मेनटेन करना पड़ता है । वाटर ट्रान्स्पोर्ट के लिये ईश्वर ने हमें बड़ा भारी समुद्र दे दिया है, बड़ी बड़ी नदियां दे दी हैं । आप को जहाज खरीदना है और उन को चलाना है । इस लिये वाटर ट्रान्स्पोर्ट सब से सस्ता पड़ता है ।

उपाध्यक्ष महोदय : आप किसी पोर्ट पर खड़े भी होंगे या चलते ही रहेंगे ?

श्री रघुनाथ सिंह : मैं उस पर भी आ रहा हूं । आप देखेंगे कि हमारा इन्वेस्टमेंट जैसा मैंने पहले कहा २०५ करोड़ रु० का है । इस में पोर्ट भी शामिल हैं । आप कहें तो मैं इन को आंकड़ों से साबित कर दूं । हमारा इन्वेस्टमेंट सिर्फ २०५ करोड़ रु० है । उस में से १६ करोड़ रुपये सालाना हमारी आमदनी है । गोकि हमारी सरकार के पास कोई ऐसे आंकड़े नहीं हैं कि हमारी अर्निंग क्या है क्योंकि इंडियन शिपिंग प्राइवेट सेक्टर में है, पब्लिक सेक्टर में नहीं है । दूसरी तरफ दुनिया में हमारी हालत क्या है ? दुनिया में जितने भी शिपिंग इंटरेस्ट हैं उन में हमारी पोजीशन २१ वीं है । यह नहीं कि १, २, ३, या ४ हो, दुनिया के सब मुल्कों में २१वीं पोजीशन है । दुनिया में जो चार छोटे छोटे राज्य हैं, उन की बात मैं आप से कहना चाहता हूं । इन राज्यों ने इंडियन शिपिंग के वास्ते सब से ज्यादा खतरा पैदा कर दिया है । केवल इंडियन शिपिंग के ही वास्ते नहीं, दुनिया के बहुत से देशों के वास्ते वह खतरा पैदा हो गया है । उन राज्यों को कहते हैं . पैनलिबान्को । इस के अर्थ हैं : पैनामा, लीबिया, हान्डुरास और कोस्टा रिका । यह चार देश हैं उन का टनेज १३ वर्षों के अन्दर १ करोड़ के ऊपर हो गया है । जो अमरीकन शिपओनर्स हैं, अमरीका उन का मुल्क, लेकिन अपने मुल्क में वह अपने शिप्स का रजिस्ट्रेशन नहीं कराते हैं । ३० लाख टन के अमरीकी शिप्स हैं जिन्होंने अपने यहां रजिस्ट्रेशन न करा कर लीबिया में कराया है क्योंकि पैनामा, लीबिया, हान्डुरास और कोस्टा रिका इन चार देशों में इनकम टैक्स नहीं है और साथ ही साथ कोई लाज भी नहीं हैं । व्यापारी तो व्यापारी हैं, उन्होंने सोचा कि कोई ऐसा मुल्क होना चाहिये जहां हम चल कर के व्यापार करें और इनकम टैक्स न देना पड़े ।

श्री वें० प० नायर (क्विलोन) : कृपा कर के, उपाध्यक्ष महोदय, हुक्म दीजिये कि बिल पर कुछ कहें ।

श्री रघुनाथ सिंह : दिस इज वाटर ट्रान्स्पोर्ट । आप देखेंगे कि आज हमारे सामने ही नहीं, दुनिया के सामने एक समस्या उत्पन्न हो गई है । आज जो समस्या उत्पन्न हो रही है, जो कम्पिटिशन हो रहा है उस का सामना कैसे करें । अभी बजट में प्राइम मिनिस्टर साहब ने ४० परसेन्ट रिबेट जहाजों के लिये दिया । उस के बाद भी यह जो चारों मुल्क हैं, जिन का १ करोड़ से ऊपर का टनेज है, एक पैसा इनकम टैक्स नहीं लेते । उन की गवर्नमेंट का उन पर कोई कंट्रोल नहीं है ।

दूसरी बात मैं यह कहना चाहता हूं कि जिन देशों के लोगों का यह टनेज है, वे नैटो से सम्बन्धित हैं । जिस दिन नैटो चाहेगा उसी दिन उन के शिप्स को रिक्विजिशन कर सकता है हिन्दुस्तान के खिलाफ । उन का १ करोड़ का टनेज है । वह हिन्दुस्तान के खिलाफ यूटिलाइज हो सकता है । क्योंकि उस में जहां तक मालूम है एक क्लाज है कि इन चारों देन्स का जो रजिस्ट्रेशन है अगर नैटो नेशन्स

चाहेंगी तो ले सकती हैं। इसलिये मैं चाहता हूं कि यह जो बिल आपने उपस्थित किया है उस में एक ऐसा प्रोविजन होना चाहिये कि हिन्दुस्तान के खिलाफ जो देश हैं, हिन्दुस्तान के इंटरेस्ट के खिलाफ जो देश हैं, या जो देश नैटो, बगदाद पैक्ट या सीटो से सम्बद्ध हैं, उन देशों की शिपिंग पर खास निगाह रक्खी जाय। इस कानून के बनने के बाद हमें सीटो से कहना चाहिये, या जो नैटो से सम्बद्ध हैं, बगदाद पैक्ट से सम्बद्ध हैं, उन से कहना चाहिये कि अगर तुम्हारा इन देशों से सम्बन्ध है तो हमारा तुम्हारा सम्बन्ध नहीं रह सकता, हम तुम्हारे शिप पर हिन्दुस्तान का माल नहीं लाद सकते। क्योंकि शिप्स के लिये हमेशा कहा गया है कि वह सेकेन्ड लाइन आफ डिफेन्स होता है और उस का प्रयोग हमारे खिलाफ हो सकता है, इसलिये उस के खिलाफ हमें काशस रहना चाहिये।

पाकिस्तान में, सिर्फ छः रोज की बात है, तीन मार्च को पाकिस्तान के प्रेजिडेंट साहब ने एक शिपयार्ड की ओपनिंग की है। उस में बड़ी बड़ी स्पीचेज हुईं। उस के चेअरमैन फारुकी साहब ने भी स्पीच दी। उसे देखने से यह मालूम हुआ कि उन के डाइरेक्टरों का सम्बन्ध कभी हिन्दुस्तान से रहा है। वे दो फर्में हैं। मैंने राज बहादुर जी को पत्र भी दिया है। जरूरत पड़ने पर मैं नाम भी बता दूंगा। उन की ब्रांचेज हिन्दुस्तान में भी शायद मौजूद हैं, पाकिस्तान में भी मौजूद हैं। पाकिस्तान के शिप्स में भी उन का इंटरेस्ट और हिन्दुस्तान के शिप्स में भी उन का इंटरेस्ट हो सकता है। इसलिये इस बिल में कोई ऐसा प्राविजन होना चाहिये और ऐसे आदमियों को नहीं सपोर्ट करना चाहिये ऐसे आदमियों को कभी प्रोत्साहन नहीं देना चाहिये, चाहे वह कोई फर्म हो चाहे कोई व्यक्तिगत आदमी हो, क्योंकि वह हमारे वास्ते खतरा साबित हो सकता है। इस वास्ते मैं कहना चाहता हूं कि पाकिस्तान की जो शिपिंग है, जो शिपिंग कम्पनी हैं, अगर उन के कोई डाइरेक्टर ऐसे हैं जिन का सम्बन्ध हिन्दुस्तान से भी है और पाकिस्तान से भी है, तो उन को नमस्कार कर के कहना चाहिये कि भाई, अपना सम्बन्ध एक जगह से रक्खो क्योंकि हमारे इंटरेस्ट और पाकिस्तान के इंटरेस्ट एक जैसे नहीं हैं। वे लोग अपने को मजबूत कर रहे हैं, आर्म कर रहे हैं और हमारी शिपिंग का उन के साथ कम्पिटीशन होने वाला है। जो शिपयार्ड आज वह कराची में बनाने जा रहे हैं उन में वेस्टर्न जर्मनी की फर्म्स से उन का कोलेबोरेशन है। वेस्टर्न जर्मनी और जापान दुनिया के सब से बड़े शिपिंग बनाने वाले देश आज मौजूद हैं। हमें फ्रांस, यू० के० और यू० एस० ए० की शिपिंग का, जो कि बहुत पीछे पड़े हैं, मोह त्याग कर जापान और वेस्टर्न जर्मनी तथा इटली से अपना सम्बन्ध जोड़ना चाहिये।

उपाध्यक्ष महोदय : माननीय सदस्य जरा कुछ जल्दी अपने जहाज में बन्दरगाह लौट आयें क्योंकि और सवारियां भी हैं।

श्री रघुनाथ सिंह : अब मैं अपने बन्दरगाह पर आ ही गया। मैं बन्दरगाहों के तेल के सम्बन्ध में कुछ कहना चाहता हूं। आज जो बंकरिंग हो रही है उनके लिये मैं कहना चाहता हूं कि विश्व में जितने जहाज हैं उनमें से ८० प्रतिशत ऐसे हैं जो तेल से चलते हैं। मैं आपके सामने अदन, कलकत्ता और बम्बई के आयल के फिग्स रखना चाहता हूं कि किस भाव से आयल मिलता है। अगर बम्बई और कलकत्ते का आयल सस्ता है तो दुनिया के जो जहाज बम्बई और कलकत्ते में आकर ठहरेंगे हमसे तेल लेंगे। उनकी बंकरिंग

[श्री रघुनाथ सिंह]

यहां होगी । हमारे यहां वे ठहरेंगे तो हमें आमदनी ज्यादा होगी । तेल पर जो फायदा होगा वह ज्यादा मिलेगा । वह आज हासिल नहीं हो रहा है । बम्बई में तेल का भाव १६६.६ शिलिंग है, कलकत्ते में १६६.६ शिलिंग है । एक मुल्क में ही २७ शिलिंग का फर्क । मेरी समझ में यह नहीं आता कि हिन्दुस्तान में तीन तीन रिफाइनरीज मौजूद हैं तब बम्बई में १६६.६ शिलिंग और कलकत्ते में १६६.६, यानी २७ शिलिंग का फर्क क्यों ? आप देखिये कि अदन में कोई रिफाइनरी नहीं है तब भी वहां पर तेल का भाव १६६ शिलिंग है । बम्बई से ३ शिलिंग, ६ पेंस सस्ता और कलकत्ता से ३० शिलिंग, ६ पेंस सस्ता । जहाजों को अगर हम सस्ता तेल देंगे बम्बई में वे जहाज बम्बई में तेल के लिये ठहरेंगे और हम से तेल लेंगे । इसलिये हमें इस बारे में यह भी प्रावीजन करना चाहिये कि जो जहाज कलकत्ते या बम्बई पोर्ट में आवें और हमसे तेल लें उनको सस्ते रेट से तेल मिले । मैं अपनी मिनिस्ट्री से प्रार्थना करना चाहता हूं कि वह कंट्री की बंकरिंग पर विशेष रूप से ध्यान दे ।

दूसरी बात मैं कंट्री की बंकरिंग के सम्बन्ध में यह कहना चाहता हूं कि कलकत्ते में डीजल आयल बहुत कम है । उसकी बंकरिंग का कोई इन्तजाम नहीं है । इस वास्ते जो जहाज सिंगापुर से आते हैं वह वहीं से तेल लेकर आते हैं । सिंगापुर का जो तेल है वह करीब-करीब बम्बई के ही रेट का तेल है । अगर बम्बई के रेट का तेल हम कलकत्ता में दें तो जो जहाज जापान से हिन्दुस्तान आते हैं वे सिंगापुर से तेल न लेकर कलकत्ता में लेंगे और इस तरह से जब हमारा तेल बिकेगा तो हमको इनकम टैक्स की आमदनी होगी । हमारी मिनिस्टर साहब से प्रार्थना है कि वह कृपा करके ऐसा इन्तिजाम करें जिससे कि तेल का रेट जो अदन में हो वही सिंगापुर में हो और बम्बई और कलकत्ता का रेट एक होना चाहिए ।

Shri Panneese (Ambalapuzha): Mr. Deputy-Speaker, Sir, like my friend who preceded me I do not want to cover any large area, I only want to point out some of the few things which have to be considered by the Ministry.

While supporting this Bill, I have to place before this House certain difficulties that are experienced due to certain practices observed by the coastal shipping companies. Nobody doubts that protection has to be given to our shipping companies, and coastal shipping certainly should have certain privileges, so that our shipping capacity might develop and we shall develop as a big maritime power. But, I believe that it should not be a one way traffic; protection should be mutual. The State should give protection to the shipping companies and to the shipping industry, so also these companies and this industry should give certain protection to the interests of the country.

Now, the coastal shipping companies have decided that they will not call at minor ports unless some 500 tons of cargo is guaranteed. They have made a demand that there should be at least 500 tons of cargo if a coastal ship is to call at a minor port. What does this mean? We have got a few major ports, but there are a good number of minor ports also. The development of a major port should not mean the complete annihilation of so many minor ports. That has happened in the past and, if in these days of planning it is allowed to happen then our planning does not mean much to the people and the country at large.

For example, in Kerala, we have got Cochin as our major port, but we have got at least five minor ports at Beypore, Calicut, Alleppey, Quilon and Trivandrum. Previously all sorts of ships used to call at these ports and quite a large amount of trade used to take place but, of late, due to this practice we are experiencing a

particular difficulty in this respect. Take the case of Alleppey. It is a minor port near by Cochin. Before the development of Cochin, I think Alleppey was the biggest port in that coast, especially in the Travancore area. It has been from this port that all our hill produce used to be exported. Now, after the development of Cochin Port the coastal ships do not call at Alleppey.

There are very revealing facts about this, and the figures will speak for themselves. I will try to give a small picture of it. In the year 1949-50, 109 coastal ships called at Alleppey, in 1950-51 the number was 65, in 1951-52 it was 39, in 1952-53 it was 30, in 1953-54 the number came down to 2 and in 1954-55 nil. They do not berth at Alleppey at all.

What is the result of it? In our part of the country we have developed these ports from times immemorial because of our commercial crops and our foreign trade with the result that a certain community has developed in all these port areas who live by this trade, doing loading and unloading and other aspects of the work. There are about 2,000 to 3,000 such people in these ports. With the cessation of this trade as a result of the decision of the coastal ships not to call at these ports the problem of unemployment has become very serious. I think the State Government has on several occasions taken up this matter with the Transport Ministry. I would like to know what has happened in that respect.

This stipulation that there should be at least 500 tons of cargo for a coastal ship to call at the minor ports is very unjust, because even today the foreign ships are calling at these ports without any such stipulation even though they do not have even 50 tons of cargo. There is the usual trade and the foreign ships find it profitable to call at these ports. Therefore, there is no reason why coastal ships should not berth at these ports.

The coastal ships and the agents and others connected with this trade have tried to get all this shipping at Cochin, starving these minor ports. We find that the Government of India is taking some interest in the development of minor ports. They are spending some money also. I would ask, why should we spend money on these minor ports if no trade is guaranteed there. Therefore, if we are giving some protection to coastal shipping, please ask them to deal squarely and fairly with these minor ports because the development of these ports is in the interests of our country.

The previous Government of Travancore-Cochin and the present Government of Kerala have, I think, taken up the matter with the Central Government. They have requested that the shipping companies must be told that they should call at the minor ports like Alleppey. Of course it may be difficult to make it a part of this legislation, but it can be made a condition for the issue of licence. Why not we do that? I think that can be done, and that has to be done.

In that case it will mean two things. It will result in the development of these ports and, secondly, the congestion in major ports can be avoided. Already our developed major ports are very much congested, though not so much at Cochin. But we shall not wait till the day when congestion becomes unbearable at the Cochin Port. We have to take certain steps today by which the five minor ports I have already mentioned may be developed so that there may be no congestion at the major port of Cochin and, at the same time, we will have developed our coastal trade. I believe the hon. Minister will take note of all these things.

Shri V. P. Nayar: Mr. Deputy-Speaker, Sir, I want to point out that when we have a continuance Bill like this, it is not merely necessary that we should apply our mind in such a way that for technical reasons

[Shri V. P. Nayar]

the continuance of such a Bill is necessary. What is the result of this same Bill working from 1947?

We know, as a matter of fact,—and the Government will not dispute it—that today while there is congestion in all the major ports of India some of the minor ports have gone down and are going down year by year in the total turn over of the handling of cargo. We cannot understand why it is not possible for the Government to reconcile between the two. While the major ports do good business, the minor ports also could have been made to do a smaller business.

In the case of minor ports one aspect is very often overlooked. Owing to their development through a period of time, sometimes centuries, the population around such minor ports has evolved in a very different way from other townships. For example, if you take the example of Alleppey, about which my friend Shri Punnoose was referring, or a small port like Quilon, you will find that expecting an occasional call of a ship people have migrated to these ports before many many years. If you take a survey you will find that around these ports there have been settlers from long past. Today, if you take any one port you will find that there are several thousands of families depending only on this trade.

I was amazed to find one thing the other day about the Valiathura port, that is, the Trivandrum port, where the pier had gone down into the sea and a new one had been built. We found that no ship was calling there although the Government of India was sending rice to Kerala by steamers. I could find out that one calling ship at that port meant some assistance to about 3,000 families for a period of six months. This is the situation there.

I find that the hon. Minister—I do not mean Shri Raj Bahadur but the Minister of Transport and Communications, Shri Lal Bahadur Shastri himself—while addressing the INSUA in Bombay said that minor ports had a great role to play in the development of our country. He is reported in the *Indian Shipping* to have said as follows:

> "The Minister hoped that the State Governments concerned would take an increasingly larger interest in the development of minor ports as these ports could play in future a more important part in the handling of our trade".

What is the purpose of the States taking more interest in the development of a minor port if ships do not call there? Does it amount to the Central Minister asking the State Governments to go on investing money in the hope that later on, when there is such an overflow from the ports which are already congested, the ports may get an occasional calling? This is not a sound policy. It is necessary for me to point out that it is because of the lack of co-ordination and the lack of planning in handling the transport which is very vital for our country that the situation has been brought about to its crisis today.

Whatever be the explanation which the hon. Minister may give, we cannot understand this. There is, for example, a provision in the old Act which we are seeking to continue till the end of March, which gives the necessary power to the Government to control shipping in such a way that the minor ports could also get what is due for them. For example, section 5 of the Act says:

> "The shipping authority which granted a licence in respect of a ship under section 3 may, from time to time, while the licence is valid, by order in writing give directions with respect to (a) the ports or places within or outside British India, the ports and the routes by which the ship shall

proceed for any particular purpose".

What more power is required? If the Government of India find that a particular port does not have so much volume of trade to be handled there, it is open to the Government of India, under the existing provision of law, to give a directive to the shipping company which owned the ship to say that "you shall while proceeding towards Calcutta or Bombay, necessarily call at the port of Quilon or Alleppey or Beypore". What is preventing them from doing so?

As far as I understand, the Government of India have not at all taken any action by virtue of the power which Parliament had given under this section. If the Government had an overall plan, if the Government kept the interests of the minor ports, as they are called, *vis-a-vis* the major ports, and if Government had some sympathy for the population around the minor port, then there was no rhyme or reason under which Government could have allowed this situation to continue.

Therefore, I submit that the hon. Minister should consider that in future this aspect should not be overlooked. After all, we have no comprehensive Bill. I would like to point out with all the emphasis at my command that about ships which do not call at small ports or minor ports—and in the case of minor ports where the employment situation is deteriorating—the Government should have a definite policy in regard to directing such ships which handle the coastal cargo to call at such ports.

There is another small point to which I should like to refer before I resume my seat. Going through all the literature and also the Bill which we had the good fortune to discuss the other day, I find that the shipping companies which are the recipients of favours without number and which make huge profits today have absolutely no control by the Government. I pointed out the other day, and demanded a categorical answer from the Minister which perhaps he forgot to give me, reading out from certain publications which were not contradicted also, that the shipping companies make colossal profits and asked the Government what they were doing about it.

There are provisions by which they transfer the profits into reserves and utilise the reserves for acquisition of new ships. That I can understand, but I want to know, when we consider this Bill, what is the percentage of profit earned by the shipping industry which has been reinvested in the industry.

I also want to know whether Government are taking a serious view about this and whether they have got something in view by which they can control the profits. I do not want to tire the House by quoting the figures. They are there, uncontradicted. I would like the hon. Minister to tell us what Government has in view in respect of these things, because, then only it would mean real control of shipping. It is not as if we have a law like this which is never perhaps invoked, for reasons best known to the Government, in diverting ships from minor ports which require cargo or even in the matter of shipping companies which are left completely by themselves without control of Government.

Therefore, I want the hon. Minister to kindly consider these points and give me an answer.

श्री घासर (रत्नागिरि) : उपाध्यक्ष महोदय, इस बिल के बारे में मैं दो बातें कहना चाहता हूं। इस समय शिपिंग का बड़ा महत्व है और हर एक देश में उसकी उन्नति और विकास के लिए प्रयत्न किया जा रहा है। हमें आश्चर्य होता है कि इस विषय में जापान ने बहुत प्रगति कर ली है। इस दृष्टि से जितना काम करना आवश्यक है और इस क्षेत्र में जितनी तेजी से प्रगति करना आवश्यक है,

[श्री आसर]

वह हम नहीं कर पाए हैं। इसलिए मंत्री महोदय को इस ओर विशेष प्रयत्न करना चाहिए।

पहले मैं पैसेंजर सर्विस के बारे में कुछ कहना चाहता हूं। आज भारत में सारी पैसेंजर सर्विस प्राइवेट सैक्टर में ही चल रही है और उस पर हमारा जितना कंट्रोल होना चाहिए, वह नहीं है। कम्पनियों की तरफ से यह दावा किया जाता है कि यहां पर जितनी पैसेंजर सर्विसिज चल रही हैं, वे सब घाटे में चल रही हैं। मुझे आश्चर्य होता है कि पैसेंजर सर्विसिज घाटे में क्यों चल रही हैं। इस बारे में सरकार ने एक कमेटी नियुक्त की थी। उस कमेटी की रिपोर्ट अभी तक पबलिश नहीं हुई है, लेकिन उसमें जो कुछ बातें बताई गई हैं, उनमें ऐसे कोई तथ्य प्रस्तुत नहीं किए गए हैं, जिनके आधार पर यह कहा जा सके कि पैसेंजर सर्विसिज के किराये बढ़ाना आवश्यक है। किराये तो बढ़ रहे हैं, लेकिन पैसेंजर्स की एमेनिटीज की तरफ कोई भी कम्पनी प्रयत्न नहीं कर रही है। इस का कारण यह है कि जब हम इस बारे में किसी कम्पनी के साथ पत्र-व्यवहार करते हैं या मुलाकात करते हैं, तो स्पष्ट शब्दों में वे हमको जवाब देते हैं कि हमारा प्राइवेट सैक्टर है और हमारी प्राइवेट कम्पनी है और इस कारण सरकार हमारे एकाउंट्स नहीं देख सकती है और अगर देख भी सकती है, तो भी आप नहीं देख सकते हैं। इसका परिणाम यह है कि पैसेंजर सर्विस में एक मानोपली हो गई है और उसी के कारण अब किराये बढ़ाने का प्रयत्न चल रहा है। किरायों को बढ़ा भी दिया गया है। आज-कल यह कहा जाता है कि संसार में शिपिंग ट्रांस्पोर्ट सबसे सस्ता होना आवश्यक है, लेकिन हमारे देश की हालत ऐसी है कि शिपिंग ट्रांसपोर्ट सस्ता नहीं है। रेलवे का जो फर्स्ट और सैकंड क्लास का किराया है, वही किराया देने की स्थिति हो गई है। रेलवे का थर्ड क्लास का किराया ५ या ६ पै० है, मोटर ट्रांसपोर्ट का किराया ६ पै० है और शिपिंग का किराया ११, १२ पै० है और इसीलिए शिपिंग ट्रांसपोर्ट पर सरकार को पूरा ध्यान देना चाहिए और कम्पनियों पर पूरा कंट्रोल रखना चाहिए। उस कंट्रोल के न होने के कारण हम उन कम्पनियों के एकाउंट्स नहीं देख सकते हैं, उनके यहां क्या व्यवहार होता है, यह नहीं देख पाते हैं। इसलिए हमारे देश में शिपिंग के बारे में बड़ी घृणा पैदा हो गई है।

मुझे इस बात का अनुभव है कि हमारे रत्नागिरि डिस्ट्रिक्ट में वैस्ट कोस्ट पर चार पांच कम्पनियां थीं। पहले बम्बई से रत्नागिरि तक के प्रवास के लिए १-६-० रुपए देने पड़ते थे जब कि अब ७-१०-० रुपए पड़ते हैं। यह ७-१०-० रुपए लेते हुए भी कम्पनी का दावा है कि वह घाटे में चल रही है और इस में १५ परसेंट की वृद्धि करना आवश्यक है। मुझे इस पर आश्चर्य होता है। कम्पनी ने जो कोटेशन्ज दिए हुए हैं और जो कुछ कोल और फ्यूएल की बात बतलाई है, वह सब देखते हुए हमारा दावा है कि कम्पनी घाटे में नहीं है, बल्कि प्राफिट में है। लेकिन हम इस तरफ ध्यान नहीं देते हैं और सरकार देखती है कि रिपोर्ट अच्छी है, ठीक है और बात खत्म हो जाती है। कुछ दिन पहले किसी कम्पनी के डायरेक्टर ने शिपिंग के डायरेक्टर-जेनरल से मुलाकात ली थी और इस बारे में कहा था कि १५ परसेंट किराया बढ़ाना आवश्यक है और जब सरकार इस कमी को पूरा नहीं करती, तब तक हम ट्रांसपोर्ट चलाने में असक्षम हैं। ऐसी बात होते हुए भी हम यह सब सहन करते हैं। हम सरकार के पास डेपुटेशन ले गए और बहुत से अन्य प्रयत्न किए, लेकिन जितनी तत्परता से इस ओर ध्यान देना आवश्यक है, उतनी तत्परता से सरकार ध्यान नहीं देती है।

हम चाहते हैं कि हमारे देश में शिपिंग बहुत पापुलर हो। इसलिए यह बहुत आवश्यक है कि हमारे देश में माइनर पोर्ट्स

का विकास हो। वैस्टर्न कोस्ट पर माइनर पोर्ट्स की हालत बहुत खराब है। सब माइनर पोर्ट्स में पहले स्टीमर चलते थे, बड़े-बड़े जहाज चलते थे। आज वहां यह स्थिति है कि सब जगह मोटर ट्रांसपोर्ट आ गया है। इसका कारण यह है कि माइनर पोर्ट्स का जितनी अच्छी तरह से ध्यान रखना आवश्यक है, उस तरह से नहीं रखा जाता है। अगर हम शिपिंग ट्रांसपोर्ट को पापुलर करना चाहते हैं, तो इस बात की तरफ ध्यान देना जरूरी है कि बड़े स्टीमर से छोटे स्टीमर तक और छोटे स्टीमर से बन्दर तक जाने की सुविधाएं उपलब्ध हों। मोटर ट्रांस्पोर्ट के साथ भी उसका सम्बन्ध होना आवश्यक है। हम अपने देश में ट्रांसपोर्ट की सब सुविधायें पहुंचाना चाहते हैं, इसलिए यह भी आवश्यक है कि मोटर ट्रांसपोर्ट के साथ भी हमारा सम्बन्ध हो, रास्तों का सुधार भी आवश्यक है और सड़कों तथा ब्रिजिज की प्रगति भी करनी चाहिए। इस प्रकार हमारे देश में जल-प्रवास के प्रति जो घृणा पैदा हो गई है और जल-प्रवास में जो कमी हो रही है, वह समाप्त हो जायगी।

अन्त में मैं यह फिर कहूंगा कि शिपिंग ट्रांसपोर्ट सस्ता होना आवश्यक है, क्योंकि संसार में वह सब जगह सस्ता है। सस्ते में सब लोग प्रवास करते हैं। यह देखने का प्रयत्न करना चाहिए कि हमारे देश में वह इतना महंगा क्यों है और उसको सस्ता करने का प्रयत्न करना चाहिए। माइनर पोर्ट्स और मोटर ट्रांसपोर्ट की तरफ भी ध्यान देना चाहिए। ये उपाय करने से हमारा शिपिंग ट्रांसपोर्ट बढ़ सकता है।

Shri Achar (Mangalore): I find from the Statement of Objects and Reasons that a comprehensive Bill is already on the anvil—the Merchant Shipping Bill. In fact, the Joint Committee is already going isto it. This Bill seeks the extension of the Act by two years. As the Act now stands, it expires on 31st March. So, of course, it is necessary to extend it. But I am not able to see why it requires extension by two years. If there is any special reason, of course, the Minister may explain. Otherwise, the comprehensive Merchant Shipping Bill will be passed at least within a year. So, there is no necessity to extend the Act by two years.

Shri Raj Bahadur: As could be expected, I am glad to note that, so far as the measure is concerned, it has received unanimous support, because we do require the continuance of the Act in force for two years. So, I should now only confine my remarks to certain observations which, if I may say so, are *obiter dicota;* they do not actually pertain to the Bill as such. But, nevertheless, I should say something about them.

I am grateful to the hon. Member who is not here—Mr. Raghunath Singh—for the impressive array of statistics and figures quoted by him in regard to the investments in the various sectors of the various types of transport.

Shri Punnoose: It will be interesting to all the Ministries.

Shri Raj Bahadur: He wanted us to exclude all ships which are registered in Liberia, Panama, Honduras and Costa Rica from our trade. I wonder whether it will be proper for us to consider this. I think that question comes within the domain of our foreign relations, and I think I should leave it to better people to decide about that.

At any rate, Indian shipping has to stand on its own legs and compete in the world market. Therefore, our attempt should be to strengthen it, to develop it and to promote it to a level so that it can independently hold of its own and achieve a state of glory and eminence, of which we are proud. He has also said that we should make some arrangements about oil bunkering etc. It will be our endeavour to

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do that. But, if I may say so, the question of price at which the refined oil is produced the taxation to which it is subjected, all these come into play in this matter. But, as he said, it might perhaps facilitate the expansion of our shipping and the growth of our revenues from ports if we could make some arrangements with regard to that. That is a point to be borne in mind.

Then I should like to refer to the points raised by Mr. Punnoose and Mr. V. P. Nayar. The Coastal Conference, which is a body in which the Indian interests are represented, has laid down a rule that the ships will not touch a port unless the ship gets a minimum of about 500 tons of cargo. Now, as I have observed on earlier occasions, may I again remind hon. Members that it was only recently, after the dawn of independence, that we reserved the coastal trade for our Indian shipping. Before that, the foreign ships used to visit those ports; the foreign ships used to operate from port to port and they were taking, if I may say so, a lion's share of the coastal trade. So, it was considered necessary, in the interest of Indian ships, to reserve the entire coastal trade to Indian ships.

Now we know that to meet all our requirements we require as much as four lakhs tons of Indian shipping for our coastal trade. But, at the moment, we have got only 2,40,000 tons of Indian shipping for that purpose. So, there is a paucity of Indian shipping as such. Our sailing vessles, the number of which is about 1300 to 1400, also handle a good part of the trade. But they are also insufficient.

I would again remind them humbly of the suggestion, or rather the observations, that I made on the floor of the House the other day, that the only hope of the development of the minor ports is the smaller vessels. We cannot expect bigger vessels to touch minor ports. Even if they do so, they will have to stand 5, 7 or 10 miles away from the sea and the entire operations will have to be carried on through barges, which will make the whole process economically unsound.

Therefore, it should be recognized that if we want to develop our minor ports, more and more of smaller vessels should be put on the trade. It might have been observed by the hon. Members that we have now set a limit in the provisions of the Merchant Shipping Bill about what should be called the "home trade vessel", and that limit is 3,000 tons. So, that is the only way in which we can hope for the development of Alleppey or Quilon or other minor ports in the West Coast or Kakinada, Masulipatnam or Tuticorin on the east coast. Various factors like draught, hinterland etc. also operate in the matter of development of minor ports.

Now, it is not our desire or intention, so far as the Central Government is concerned, to absolve ourselves from the responsibility of developing minor ports. But, under the Constitution, they are in the Concurrent List; under article 73(1), the executive authority in respect of minor ports vests entirely in the State Government. For the development of minor ports the allotment in the Second Plan is Rs. 5 crores. All these minor ports, that are scattered on our coastline extending to about four thousand miles—we have got a number of ports on the Cutch coast, on the Kathiawar coast and the entire sector of the west coast and the east coast—require development and unless the State Governments do something about it, it is not possible for us to devise ways and means entirely of ourselves in the Central Government to do something about it.

Shri Punnoose: What can State Governments do about it?

Shri Raj Bahadur: They can do a lot about it if they mean to develop. Take Aleppey for the matter of that. They shall have to find out what cargo and what goods can be transported from Aleppey and they can regulate and adjust the trade from Aleppey.

Shri V. P. Nayar: That is the difficulty because the rule of 500 tons of minimum requirements cannot be applied for all commodities. Take for example the case of pepper, which may go to Bombay or Calcutta. How is it possible to collect 500 tons so that the ship may call at Aleppey? For spices especially, for which Aleppey is famous, you cannot have the restriction of 500 tons because you will have to treat each port on the basis of the commodities which find an export market from that port.

Shri Raj Bahadur: That is exactly the reason why a port like Aleppey would not develop. We cannot hope for its development when it comes in competition with a port so adjacent to it as Cochin because the amount of cargo that emanates from it is so small that a big ship will not come to it. Even if it comes it will not be economically possible for the big ship to come and make it a paying proposition. After all, the shipping company, whether it is Government-owned or private-owned, will have to look to the economics of the operation. Unless the rules of the economics of operation, which are inexorable, will not yield to anything but adjustments by ourselves, unless that would come into play we cannot override those laws of economics. So, the point remains that unless and until there is a good chance for any Indian shipping company to get the required volume of cargo from a port, particularly a minor port, how can you expect a big steamer, say of 5,000 or 7,000 tons, to come, stand there and go away with only 20, 30, 45 or 50 tons of cargo?

Shri V. P. Nayar: What is the value?

Shri Raj Bahadur: I do not know whether the freight rates are fixed in terms of value of a particular cargo. The freight rates are fixed on the basis of space it occupies. Even if you take gold, which may be very valuable, or platinum which is still more valuable, the amount of freight that you will....

Shri Punnoose: How do foreign ships come and call on these ports? Even last year there was an outturn of 22,500 tons which was carried by foreign ships.

Shri Raj Bahadur: I cannot say exactly how and in what circumstances that particular ship came, but I presume that a ship might have come with a rich import cargo and finding that there is nothing else to do, it must have just taken an odd chance to go to Aleppey also and take up some little cargo, whatever it could be, to meet the expenses of its return journey.

Shri Punnoose: By the time your principle is developed, *i.e.*, till we have small ships, we cannot develop these minor ports. By the time you developed these small ships or minor ports, it will have died. That is the position.

Shri Raj Bahadur: I can assure the hon. Member and the House that we are second to none so far as our sympathy and so far as our desire to develop the minor ports is concerned. But, Sir, let him point out, let him give one concrete suggestion by which the Central Government as such can help in the development of minor ports unless the State Governments themselves like to do it. They have to develop industries, they have to develop something by which they can improve the capacity of the port. That is the point.

Shri Nayar quoted my senior colleague, Shri Shastri, as saying that the State Governments concerned themselves will take a greater interest in the development of minor

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ports. I think I cannot improve upon the principle that he has enunciated in the remark that was quoted by Shri Nayar. I can only tell him that so far as we are concerned, we are vitally interested in the development of minor ports. We know that unless and until our minor ports come into their own, unless our ports are developed specially shipping and particularly coastal shipping is developed properly, we cannot say that we have achieved that amount of success which we wanted to achieve. Now it must take time.

Then, he also referred to Section 5(a) of the original enactment and said, "Why can we not use our powers under that?" He said that perhaps we can then control the movement of cargo and passengers. But, again let it be recognised that the Indian shipping industry is yet in its infancy—it is a sapling.

Shri D. C. Sharma (Gurdaspur): How long will it remain a sapling?

Shri Raj Bahadur: It is yet in its infancy. That is a hard fact.

Shri V. P. Nayar: Do not make it a spoilt child.

Shri Raj Bahadur: I think it will not be, unless my hon. friend on the opposite side interferes with its development.

An hon. Member: Even then, it would not be.

Shri Raj Bahadur: Even then it would not be. I am glad to know that. But I can say that we are able to cover only 6% of our foreign trade by our shipping. We have got to make a big leeway from 6% to 50%, which is supposed to be the optimum. We have yet to make 44%. We have still got to provide shipping and shipping tonnage to that extent. So, let us not expect too much of it and we cannot impose upon it restrictions or limitations which will thwart its growth and development. Therefore I would say that even this provision here can be used with discretion—and judicious discretion. We cannot use it arbitrarily. I think merely being close to power does not mean that it should be exercised to its ultimate limit without caring for anything. Even if the child dies, well let it die. So, the question is that this particular section is there for us to regulate the relationship between the foreign shipping interests and our shipping interests as also the interests of our own Indian shipping companies. So, let it be recognised on all hands that we have to pull together for the development of Indian shipping and the minor ports and the major ports. It is not our desire at all to starve the minor ports to feed the major ports. We do not want to develop the major ports at the expense of the minor ports, but the minor ports will have to be provided with the necessary means. We require a larger pool. We require that the required number of ferries, berths and other facilities like mechanisation etc. are provided. Who will provide them? Either the Central Government or the State Government. So far as the Central Government is concerned, it has got an allotment of Rs. 5 crores which will get the cranes for Aleppey or for Quilon. Who will construct its berths and make it possible for bigger steamers or medium-sized steamers to come in and find anchorage there directly? So that is a point which has to be borne in mind and it will not do any good to raise this point over and over again knowing very well in the entire context of the situation all the circumstances.

The hon. Member referred to the State Government writing to us on several occasions. Perhaps only one letter was written and I made it a point to meet the Minister personally —and even the Chief Minister of Kerala State as far as possible—going on my way to Nagarcoil and the Minister came and I explained

the entire situation to them. I do not think any concrete suggestions, which the Central Government could take upon itself, were made to us. They will always be welcome, but without any concrete suggestions it will be impossible for us to do anything. Is it merely going to be a groping in the dark? We cannot do that. We have got to build up the foundations of these minor ports by some concrete schemes and plans and they have got to be put to us.

The next point, which was a repetition of the older one, was that enormous profits are being made by shipping companies and what control is exercised by them. He himself said—and he gave the reply to that particular point—that much of it is ploughed back into investments for the purpose of expansion of shipping. What control does he want us to exercise, I am not clear about.

Then, Shri Assar referred to the fact the Japanese have made a very great progress so far as development of shipping is concerned. I may only tell him that they have got as many as 17 major ship-building yards as against the one that we have got here. They are today number one so far as production of shipping is concerned. They have out-distanced even the U.K., which now goes to the second position in the ship-building industry. They are producing perhaps 2·5 million tons of shipping every year. So, let it be recognised that with all that background, with all that technological development that they have, we cannot hope to compete with Japan, or for that matter, with U.K. or America.

An Hon. Member: Question.

Shri Raj Bahadur: We have been faced with so many limitations and we can get over them only in course of time. He referred to the difficulties experienced in regard to the passenger steamer service in Konkan coast. He very well knows how earnestly the Government did try to solve this difficult problem. It is a fact that the particular shipping line is run at a loss. It is a fact that a committee was appointed to go into the entire economy of the whole question. But the recommendation that it made was much more favourable to the company than the decision that we took finally about it. So, to say that the Government has not kept in view the common man's viewpoint in regard to the fixation of fare rates will be, I think, something less than fair. He then said that no care has been taken about providing amenities for passengers. He knows very well that we are at one with him in our desire to provide all the amenities. But they depend on the resources of the particular shipping company.

Mr. Achar said that the two years' time we are taking is too much. We want to be abundantly cautious. We have found it necessary in the past to come over and over again to this House for the extension of the life of this particular enactment. We do not want to commit that mistake again. Hon. Members know that the Merchant Shipping Bill is on the anvil of the House and for that matter, I think two years' time is just a safe margin.

I once again commend the Bill to the acceptance of the House.

Mr. Deputy-Speaker: The question is:

> "That the Bill to continue the Control of Shipping Act, 1947, for a further period, be taken into consideration."

The motion was adopted.

Mr. Deputy-Speaker: There are no amendments. The question is:

> "That clause 2, clause 1, the Enacting Formula and the Title stand part of the Bill"

The motion was adopted.

Clause 2, clause 1, the Enacting Formula and the Title were added to the Bill.

Shri Raj Bahadur: I beg to move:

"That the Bill be passed".

Mr. Deputy-Speaker: Motion moved:

"That the Bill be passed".

Shri V. P. Nayar: I do not want to make a speech at this stage, but I would like to correct the view which the hon. Minister seems to have taken. I only pointed out that we had ample provisions under this Act by which, if we had cared, we could have asked for ships calling at particular ports. The hon. Minister would not substantiate by pointing out any instance by which we could have come to the conclusion that this provision has been used at all.

He referred to the difficulties of Indian ships to call at ports which cannot guarantee a definite tonnage, which is fixed at 500. I also can understand the difficulty, but every time it is idle for anyone to suggest that the shipping companies could call at a particular port only to make profits. Nobody can suggest that in the present context of our economy the only consideration should be profits for certain companies regardless of the misery which is attendant on the people by not removing the goods. The hon. Minister said that it is open for the State Government to improve this thing. Is it the responsibility of the State Government alone? Does not the Centre have anything to do with it?

He was pointedly referring to the Minister of Kerala not having been able to give him any concrete solution. If he would only care to ask his colleagues in the various other Ministries about the number of schemes which the Government had sent, which the different organisations had sent, for industrialising the area, then I am sure the hon. Minister would not have ventured to have given the answer he did.

Shri Raj Bahadur: May I just clear this point? The hon. Minister whom I met, or whom I had the good luck to meet at Trivandrum, did not put up any concrete proposal in regard to the development or better utilisation of Alleppey, in which my hon. friends here seem to be so much interested.

Shri V. P. Nayar: I agree with the fact that he was lucky in meeting the Minister, but I do not agree with the second point he mentioned. How is it possible for the State Government in the present position without help from the Centre to develop a particular region, especially a State which has not had its quota from the allocation of the Plan funds.

Shri Raj Bahadur: I have just now said that....

Mr. Deputy-Speaker: The hon. Minister will have his chance to reply. This is the third reading.

Shri Punnoose: Whether they are charitable to us or not, we are.

Shri V. P. Nayar: I yield with pleasure.

Shri Raj Bahadur: I only want to ask, in a State which makes the bold claim that they have got schemes galore and plans galore to develop every region in the country, why is it lacking in its own State?

Shri V. P. Nayar: It is not at all lacking in that State.

Mr. Deputy-Speaker: That question should not be dragged in. That is a very big question and that cannot be thrashed out just now. We are at the third reading stage.

Shri V. P. Nayar: I think that although I feel quite competent to answer Mr. Raj Bahadur's question, I must yield to your wishes.

How is it that the hon. Minister could not find out whether there are malpractices in the booking of consignments. A definite point was made, I remember, even last time by my colleague, Mr. K. K. Warior, and no answer was given. This Bill seeks to control shipping and necessarily it should control other operations which result in shipping also. If there is no such provision, by all means ask us and we will give. That apart, a definite allegation was made about shipping companies which have offices in Alleppey and in Cochin. I am giving one instance. As you know, the entire coastal shipping is reserved for a few companies amongst which there are big monopolists; I don't want to go into that. They have cut-throat competition between themselves. Nobody can deny that a company which has a branch in Alleppey can at present give a bill of lading even without the load of goods being transferred to the ship. They will be shipped only at Cochin. They are transported from Alleppey to Cochin in order to grab more and more business. On account of the serious cut-throat competition between company and company, they transport the goods in record from Cochin, but receive the goods at Alleppey and transport it to Cochin from where it is shipped. Why is it that this cannot be prevented? The hon. Minister said that Alleppey cannot justify its existence; it has existed for 3,000 years....

Shri Raj Bahadur: Does he want that we should control the movement of goods by road even, inside the State of Kerala?

Shri V. P. Nayar: I certainly do not. But the Government has a very large import in its account and it has to transport a huge volume of goods from one place to another. If there is a proper plan, if Government keep the difficulties of minor ports in view and if there is proper co-ordination between rail transport, road transport and shipping, then certainly there would have been a better transport of the cargo, especially on Government account. I say that Government have not done it. The recommendations of the rail-road-shipping co-ordination committee are there, but we need not go into them.

My charge is having regard to the peculiar position of the minor ports *vis-a-vis* major ports, it is surprising that on the one hand there is congestion and the shipping companies complain that they have come to the end of their resources by paying demurrage. He says that the ships can come only five miles within the pier. That apart, somehow we have to resolve it. This can be resolved only by proper distribution. Sometimes it may not be very profitable for the shipping companies. But could not companies like those which have made a profit of Rs. 126 lakhs this year as against Rs. 30 lakhs last year, be made to run a little risk?

It is not proper to say that all the Indian companies have only 7,000 ton-ships. It is not so. Government can easily point out which company has a regular route from Calcutta to Bombay or Kathiawar and which ships can take or call at Quilon, Calicut or Alleppey. If this was considered in its proper perspective, I think it would not have been difficult at all for the Government to ensure that a regular cargo is given for these ports. My only submission was that this has not been done, and I was pointing out that if Government had a different approach and took the various aspects into consideration it was certainly possible for them to ameliorate the distress.

Shri Raj Bahadur: I would like only to refer to two points—I think the hon. Member has made only two points. Firstly, he said that no answer was given to a point made in a previous debate, perhaps on the Merchant Shipping Bill, to the allegation that malpractices are taking place or are

[Shri Raj Bahadur]

being indulged in by certain shipping companies and their agents who are stationed in Kerala, at Alleppey or at Cochin. I would only say this. Perhaps it might be recalled that on that day we wanted to finish that Bill and I was asked to conclude my remarks, if possible, by the same evening. Maybe I did not touch this particular point and did not make any specific reply. But I can only say that so far as the malpractices are concerned, if the hon. Member could give us a single concrete instance of an incident or of an action which amounts to a malpractice, we shall surely go into it and try to take whatever action is possible for us within the four corners of the enactments we have got for this purpose.

He said that despite the fact that there is congestion, goods are allowed to be taken to Cochin. I may remind him that Cochin has never experienced congestion during the past so many years.....

Shri V. P. Nayar: I did not say Cochin, I said major ports.

Shri Raj Bahadur: Apart from that, we are putting in four new berths in Cochin, and the port is in the process of big development. I must say it to the credit of the Administrative Officer there that the entire scheme of the Second Plan so far as the development of that port is concerned is going to be completed, I think, within the next nine to ten months' time; he will finish the entire Second Plan projects there.

Then my hon. friend said: Why can't we control the movement of goods from and to Cochin; why should we not allow those goods to be taken to Alleppey or to Quilon or, for that matter, to any other port? I ask, is it for the Central Government to do that? Let the Government of Kerala themselves exercise that power, if they have got it; let them not allow any goods to be moved to Cochin; let them put barriers or barricades. It is entirely up to them. If you want me to control the movement of ships carrying equipment for the big steel project through Visakhapatnam, can I control it? The Russians will have to bring those ships loaded with all the equipment, and difficult equipment at that. As you know, the type of ships in which that equipment came was one of the reasons for the congestion that took place in Visakhapatnam: those ships were not equipped with dykes and cranes. We had to use floating cranes, and we had only one. The Russians did not have any other Class of ships. It is an open secret known to everybody that we had to pay a heavy amount of demurrage on that account. But could those ships be taken to Kakinda or Masulipatam? They could not have been. I only say that even though we had to pay about Rs. 50 lakhs by way of demurrage at Visakhapatnam, the equipment that came to Visakhapatnam could not have been taken to Kakinada or Masulipatam for that matter.

Similarly, the cargo that comes to Cochin cannot be taken to Alleppey or to Quilon. That is a simple point and we should bear that in mind. I think these were the only two points that he made, and with this I conclude my remarks.

Mr. Deputy-Speaker: The question is:

"That the Bill be passed".

The motion was adopted.

INDIAN POSTS OFFICE (AMENDMENT) BILL

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Sir, I beg to move:

"That the Bill further to amend the Indian Post Office Act, 1898, as passed by Rajya Sabha, be taken into consideration".

In the year 1956 a question was put to us in the Rajya Sabha. This pertained to the transmission of unauthorised lottery tickets and literature pertaining thereto by the post office. Apparently the intention of the House was that such transmission was not good, that it even infringed and violated the provisions of the law of the land and therefore something should be done to stop this practice; the post office should not be used for the purpose of the transmission of tickets and literature pertaining to unauthorised lotteries.

I think I shall do well, so that my point may be clear, to read the provisions of section 294A of the I.P.C., because that will explain how we stand in regard to these lotteries. The section reads:

"Whoever keeps any office or place for the purpose of drawing any lottery not being a State lottery or a lottery authorised by the State Government shall be punished with imprisonment of either description for a term which may extend to six months, or with fine, or with both.

And whoever publishes any proposal to pay any sum, or to deliver any goods, or to do or forbear doing anything for the benefit of any person, on any event or contingency relative or applicable to the drawing of any ticket, lot, number or figure in any such lottery shall be punished with fine which may extend to one thousand rupees."

So it is obvious that so far as unauthorised lotteries are concerned, indulging in such a practice is a penal offence according to the law of the land. If literature pertaining to such lotteries is transmitted through the post office, should the post office be considered to be under any obligation to carry this?

I will state the practice that is obtaining at present. According to rule 44(3) of the Indian Post Office Rules, 1933—

"No postal article containing lottery tickets or circulars relating to a lottery shall be transmitted by post unless the following conditions are satisfied:

(a) the lottery tickets or circulars relate to a State lottery or to a lottery authorised by a State Government; and"—Sir, this is important—

"(b) there appear on the outside of the postal article—

(i) a declaration by the sender of the postal article that the lottery tickets or circulars contained therein relate to a State lottery or to a lottery authorised by a State Government, mentioning the particulars (number, date, etc.) of the notification by the State Government notifying the State lottery or authorising the lottery, and

(ii) the name and the address of the sender."

A further rule says—

"If a postal article in course of transmission by post is actually found to contain any of the articles the transmission of which by post is prohibited by rule 44, it shall be returned to the sender."

When this question was raised in the Rajya Sabha, we naturally got it examined, and we were advised that rule 44 only requires us to return this literature to the sender. We had either to send it to the addressee or to return it to the sender—these were the only two alternatives before us.

There are provisions in the Indian Post Office Act and also in the Indian Post Office Rules which give certain specific powers regarding the disposal of such prohibited articles. I mean

[Shri Raj Bahadur]

to refer to section 19 of the Indian Post Office Act which says—

"Transmission by post of anything injurious prohibited.—Except as otherwise provided by rule and subject to such conditions as may be prescribed thereby, no person shall send by post any explosive, dangerous, filthy, noxious or deleterious substance, any sharp instrument not properly protected, or any living creature which is either noxious or likely to injure postal articles in course of transmission by post or any officer of the post office.

No person shall send by post any article or thing which is likely to injure postal articles in course of transmission by post or any officer of the post office."

Then I shall read section 20 of the Act.

"Transmission by post of anything indecent etc. prohibited.—"

"No person shall send by post—

(a) any indicent or obscene printing, painting, photograph, lithograph, engraving, book or card or any other indecent or obscene article, or.....".

There is another provision which is also made. In case there is an infringement of this provision, the power that is given is laid down in section 23 which runs as follows:

"Any postal article sent by post in contravention of any of the provisions of this Act may be detained and either returned to the sender or forwarded to destination, in each case charged with such additional postage (if any) as the Central Government may, by rule, direct."

Here also, generally for all articles, the power given is to detain and return it or send it to the addressee. In clause (3), however, special power has been given in respect of articles which I have mentioned now while reading sections 19 and 20, and it runs as follows:

"(3) Notwithstanding anything in sub-section (1)—

(a) any postal article sent by post in contravention of the provisions of section 19 may, under the authority of the Post Master General, if necessary, be opened and destroyed; and

(b) any postal article sent by post in contravention of the provisions of section 20 may be disposed of in such manner as the Central Government may, by rule, direct."

Any article the transmission of which is prohibited under section 19 may be opened and destroyed under the authority of the Post Master General. That particular authority to open and destroy is limited to the limited category of items which have been mentioned in section 19. In regard to the rest, the power of the Post offices is only to return it or to send it to the addressee. What happens when unauthorised tickets and literature pertaining to unauthorised lotteries are transmitted by the Post office? Even if it comes to the notice of the Post Office that such an article is being transmitted, we remain almost powerless because we have got to send back all that to the addressee or the sender.

In a particular case in 1955, it was detected that as many as 40 bags full of such type of materials were sent to the post office for transmission. They were all tickets and literature pertaining to an unauthorised lottery. We consulted the Law Ministry as to what we could do in such cases. The answer given was that we can dispose them of only by returning them to the sender or by transmitting them to

the destination. That was all we could do. We cannot destroy them. The simple issue that this particular Bill which is before the House, raises is, should the Post office be under any obligation to return this stuff to the sender or to transmit it to the addressee. That is the limited issue before us. Should the machinery of the Post office be used or be allowed to be used for transmitting a thing which is cohsidered to be illegal, which is considered to be an evil according to the law of the land? If we allow the Post office to do so, will the Post Office not be playing the role of an abettor? Therefore, it has been found to be necessary after all this examination and as a result of the question that was put in the other House, that we should take suitable powers to deal with the matter, so that the Post offices may save the tedium and difficulty of handling this work of either returning such articles to the sender or sending them to the addressees. That is what this Bill seeks to do.

Doubts have been raised in certain quarters that this will arm the postal clerk with powers of censorship, that letters may be opened and the sanctity of the mail will be violated. I can assure the House that it is not the intention of the Government to embark upon any measure of social reform through this Bill. It is not our intention to impose any sort of censorship through this Bill.....

Shri V. P. Nayar (Quilon): It may not be the intention; but how do you prevent it?

Shri Raj Bahadur....because even at this moment, in respect of articles the transmission of which is prohibited under section 19.....

Mr. Deputy-Speaker: The question asked on this side is, it may not be the intention, but how can Government prevent it.

Shri Raj Bahadur: I am very grateful to you for putting this question. I think I will do well to read two rules under which the Post Master General has to function, under which the postal officials have to function so far as such articles are concerned. What happens if such an article is detected while it is being transmitted?

Shri Biren Roy (Calcutta-South West): How will this be detected? The thing is closed.

Mr. Deputy-Speaker: That is what he is going to explain.

Shri Raj Bahadur: I will answer the hon. Member's question first. I have said that in the case of an authorised lottery or State lottery, it is necessary, it is obligatory for the sender to clearly state that on the face of the letter, along with the relevant reference.....

Shri Biren Roy: It is not a question of a lottery. It is a question of an ordinary mail going. How are you going to see what is in it?

An hon. Member: X-raying.

Shri Raj Bahadur: It is neither X-raying nor anything else. It is a very simple question. In one letter carrying a lottery ticket or say, 100 letters, nobody can hope to earn anything. We know that malpractices are going on in the name of lottery. People are being defrauded. Frauds are being committed, we know. The conscience of the community is quite alive to this. We shall have to stand up against the malpractices that do much harm to the people. If a person embarks upon a scheme of carrying on a lottery, he shall have hundereds of thousands of such letters and he shall have to accept money orders for that. He will have to give address for that. He cannot remain undetected. It is impossible for him to remain undetected. If we get reliable evidence in regard to that, we will be fully authorised to open the letters of such a person within the four corners of the rules.

[Shri Raj Bahadur]

I will tell you by reading the rule how safe it has been made so far as the legitimate interests and rights of the people are concerned. The relevant rule is 122. It is a longish one. Permit me, Sir, to read it because this will set at rest the doubts that have been raised. These are instructions to the postal officials.

"122. Articles prohibited from transmission by inland post,—

(1) When there is good reason to suppose that an article passing through the post contains any goods the transmission of which through the inland post is prohibited by the rules in the Post and Telegraph Guide, it should be dealt with as follows:—

(a) If the article is suspected to contain any explosive, dangerous, noxious, deleterious or filthy substance, any sharp instrument not properly protected, or anything likely to injure the mails or any officer of the Post Office, it should, if detected in a section, be enclosed in a protecting cover.....".

The postal official is not authorised to open it. If he has reason to suspect that there is something the transmission of which is prohibited under law, he will have to do as directed herein.

"If detected in a section, be enclosed in a protecting cover or bag and made over 'outside' to the first mail office where the train halts. If there be no mail offices in the Beat of the section, the article should be forwarded to the nearest head or sub-office with which the section is in direct communication. The article should be entered in a separate registered or parcel list or in the mail list according as it belongs to the registered letter mail, the parcel mail, or the unregistered letter mail—the entry being followed by an explanatory note over the initials of the head sorter or mail guard drawing attention to the nature of the contents; and a receipt for the article should be obtained in the registered abstract, parcel abstract or the duplicate mail list, as the case may require from the official to whom it is made over. The nature of the contents of the article should at the same time be explained to that official."

This is in regard to detection in regard to prohibited article in a running section.

"If detected in a mail office or received by it from a section, the article should be made over at once to the mail carrier under the procedure described above for conveyance to the nearest Post Office except when it is suspected to contain explosives or when, owing to the nature of the article or the distance from the post office, it may not be practicable or convenient to transfer the article to that office. In the latter case the article should be detained in the mail office and the matter reported at once to the Postmaster General of the circle in which the mail office is situated for orders regarding its final disposal."

So, if detected in a post office or section or mail office, the article should be detained and an immediate report submitted to the Postmaster-General. That means the ordinary RMS sorter or postal clerk is not empowered to do anything about it. If he suspects, he will enclose it in a bag or separate cover and send due intimation about it to the higher authorities.

How does the Postmaster-General deal with it? This is provided in rule 68 of the P. & T. Manual, Volume

VIII. I will only read out the relevant portion because it is again a longish rule:

"The Postmaster-General is empowered by section 23(3) (a)...."
—which I have just now read out—

"....of the Post Office Act to direct, if necessary, that a postal article suspected to contain any explosive, dangerous, deleterious or filthy substance, or anything....".

Shri V. P. Nayar: What about explosive articles?

Shri Raj Bahadur: I will come to it when I come to the provisions of the Bill.

"He may, however, with the written consent of the sender, but not otherwise, authorise the sale of the contents of a leaky parcel and the remittance of the sale-proceeds to the sender. The Postmaster-General will record an order in each case showing clearly his reasons for authorising the opening or destruction of any such postal article."

Even in regard to explosives and other deleterious substances mentioned in section 19, the Postmaster-General must record an order in writing giving the reasons why he has done it. So, an ordinary postal clerk or the RMS sorter is not authorised to open it. He simply sends it on, and the Postmaster-General exercises his discretion in each case, after having been satisfied that the thing is such that it should be opened. After all, we shall have to rely on some person somewhere.

Mr. Deputy-Speaker: Thre is one difficulty. In all these three cases, the articles had been discovered either in the mail office, post office or in the running train. There was nothing to be discovered. It had only to be sent on for disposal or opening and destruction. There was not only suspicion, but detection also had taken place by the man who was handling it, and then he merely forwards it. The objection is: when there is only suspicion that these packets or envelopes, whatever it is, contain something that is forbidden, what is the procedure?

Shri Raj Bahadur: I caught your point, but the rule is like that: "if the article is suspected to contain"—even on suspicion, he will do it. Suspicion can be from information given from some other sources, or *suo moto* obtained. If there is suspicion, he can detain the article and he can send it for disposal in the manner prescribed in this rule.

Now, how do we propose to operate this particular measure? The main section of the Bill is as follows:

"After section 19 of the Indian Post Office Act, 1898 (hereinafter referred to as the principal Act), the following section shall be inserted, namely:—

'19A. No person shall send by post—

(a) any ticket, proposal or advertisement relating to a lottery; or

(b) any other matter descriptive of, or otherwise relating to, a lottery, which is calculated to act as an inducement to persons to participate in that lottery.

Explanation.—In this section, "lottery" does not include a lottery organised or authorised by the Government.'

"In clause (a) of sub-section (3) of section 23 of the principal Act, after the word and figures 'section 19', the words, figures and letter 'or section 19A' shall be inserted".

All the powers and all the rules will, by suitable modifications, apply *mutatis mutandis* to such articles also as unauthorised lottery tickets and

[Shri Raj Bahadur]

literature about unauthorised lotteries. This is how the power that we want to take through this particular measure will be used. I think with the explanation that I have given and the procedures that I have explained with regard to dealing with such articles, there should be no doubt.

Shri Biren Roy: One thing is not answered. After suspicion, how is it detected? You are going to open the letter or what?

Shri Raj Bahadur: I have explained that already. You will get information from somewhere, and once you get the information and there is reason to believe that a particular envelop or a particular packet contains tickets in respect of unauthorised lotteries or literature in respect of unauthorised lotteries, it will be enclosed in a separate bag and sent to the Postmaster-General.

Shri Biren Roy: If it is opened and found out that there is nothing wrong, what happens to that?

Shri Raj Bahadur: That risk is always there. In that case....

Shri Biren Roy: I want to know what happens to it. Is it destroyed or sent to the sender?

Shri Raj Bahadur: It is a question of choosing between two evils. Will you allow the post office to play the part of an abettor in the commission of an offence? Carrying on an unauthorised lottery or sending literature about an unauthorised lottery is an offence punishable under section 294A of the Indian Penal Code. Will you allow the post office to be used for the propogation or perpetration of that offence? That is the simple question. The post office should be left under no obligation whatsoever.

Shri V. P. Nayar: The post office, by any stretch of the imagination, can never be the abettor.

Mr. Deputy-Speaker: That was only by way of an argument; otherwise, the hon. Minister has made out his case that there was a contingency when the post office was burdened with heavy post, and they did not know what to do with that. On legal opinion being obtained it was found that the post office could not destroy it. Either it has to send it back to the sender or carry it to the consignee. Therefore, they are taking powers under section 23(3) so that they will be destroyed as is prescribed there.

Shri V. P. Nayar: That is very clear, but my point was that the hon. Minister is labouring to show that unless this law is passed, the post office will be an abettor. I cannot understand it at all, how the post office can become an abettor.

Mr. Deputy-Speaker: They want to absolve themselves of the responsibility to carry such post.

Shri V. P. Nayar: I suppose that will not be equal to abetment.

Shri Raj Bahadur: If it is known to us that unauthorised lottery tickets are being transmitted, if the postal clerk and the Postmaster-General know it and deliberately help in the transmission of such literature, what will it be, I ask my hon. friend who, I think, is a lawyer. I think it is nothing but abetment if deliberately the post office does it. The question of *mens rea* is there. If the *mens rea* is present in regard to the transmission of this particular thing, well, it becomes abetment.

Shri Easwara Iyer (Trivendrum): Not only knows it, but the knowledge of the crime must be reported.

Shri Raj Bahadur: Reported to the police, and then again we cannot destroy it.

Mr. Deputy-Speaker: Order, order. We will just hear the hon. Minister.

If he has any better suggestions to make, certainly he will be given opportunities. Now, the hon. Minister might continue.

Shri Raj Bahadur: I may be allowed to conclude my remarks.

Shri V. P. Nayar: Let alone the legal aspects, we shall deal with it.

Shri Raj Bahadur: Independently of the legal aspects, it is necessary for us to be armed and clothed with this power because we should not be asked to take all this stuff when we do not want to do it.

I can only assure that so far as the operation of the present rules is concerned in regard to the detection and destruction of prohibited articles, we have not yet received a single complaint about the misuse of that power. We have been using that power with good discretion and usefully in the interests of the State and in the interests of the public. So, I think with suitable modifications of our rules further, we can also ensure that there will be no misuse of the powers taken by the Bill.

Shri V. P. Nayar: May I submit that the time allotted for this may kindly be extended because from the hon. Minister's speech...

Mr. Deputy-Speaker: Let me place it before the House.

Motion moved:

> "That the Bill further to amend the Indian Post Office Act, 1898, as passed by the Rajya Sabha, be taken into consideration."

Shri V. P. Nayar: I was only submitting that the time allotted seems to be an hour, and after the speech of the hon. Minister, I think many hon. Members would like to take part. He has raised certain controversial issues. So you may be pleased to extend the time.

Shri Raj Bahadur: May I submit I have raised no controversial issues? I have tried to explain the points that emerged in the course of the discussion.

Mr. Deputy-Speaker: If that be the will of the House and the hon. Members, I shall have to consult them. It was one hour by the consent of this House. This House had approved the recommendation of the Business Advisory Committee. Now, if it be the will of this hon. House, certainly I will not have any objection. May I know, whether the House wants it to be extended up to 5 O'Clock?

Hon. Members: Yes.

Mr. Deputy-Speaker: But at least we should finish it by 5 O'Clock.

Shri Raj Bahadur: How long will it continue?

Mr. Deputy-Speaker: Up to 5 O'clock.

Shri Naushir Bharucha (East Khandesh): I am afraid the hon. Minister in charge of the Bill has not made out a convincing case for the amendment of the Indian Post Office Act.

His main argument was that lottery is being prohibited by law except where it is organised by the State Governments. It is unfair to call upon the post office to transmit any literature pertaining to such lotteries or lottery tickets; and he argues that since it is the policy of the State not to permit any private lotteries or unauthorised lotteries, the postal authorities should be exempted from the onus now existing on them by virtue of the present law of either transmitting onward such lottery literature to the addressee or of returning it to the sender. He says that as the law stands, he cannot destroy it.

So far as the main principle is concerned, namely that unauthorised lottery should not be encouraged in

[Shri Naushir Bharucha]

any way particularly by transmission by post, everybody is agreed. We are agreed on this point that it is very necessary that some sort of action should be taken to curb unauthorised lotteries. But is this the only action? No. Unauthorised lotteries and transmission of such unauthorised lottery tickets by the use of post can be effectively checked by prosecuting the people either under the Indian Penal Code or under any other law.

The point that I am making is this. The Minister says, give us the power in case of suspicion to open the packets. I am against giving those powers, because tomorrow these powers will be exercised by the sorting clerk under instructions from his divisional superintendent, in our country where censorship of letters of people is not an unknown thing, notwithstanding the denial by the Minister or the postal authorities that such censorship for political purposes exists, the fact remains that such type of censorship does exist, unauthorised, illegal, which is being administratively practised by the postal authorities with the connivance, if not at the instance, of Government. And they now want power to enlarge the powers of the postal authorities for elimination of what I consider a petty evil at the worst. And I say that to enlarge the powers of postal authorities in this manner is extremely dangerous.

I am not satisfied with the rules that the Minister has read out, namely that precautious are taken. The major point has not been answered by the Minister in the first place. How does he have a suspicion about any article? What is there to show that a suspicion is genuinely based on sound grounds? So far as the sorting clerks are concerned, theirs may be a suspicion of a philosopher or a fool, and will they in every case put the article in a packet and write to the Postmaster-General and obtain his permission to destroy. I do not know whether in administrative practice this is feasible at all. I say that this procedure which is contained in the rules is not feasible practically. I shall tell you why.

The existing section 23 authorises Government as follows:

> "Notwithstanding anything in sub-section (1), any postal article sent by post in contravention of the provisions of section 19...".

So, that refers to individual articles. It does not refer to a class of articles. Therefore, strictly speaking, if you interpret this section, it means that for every packet of the same lottery sent by the same individual, the permission will have to be obtained. There cannot be a blanket permission given by the Postmaster-General. Therefore, this Bill is not practicable. As for exceptional cases, where explosives are sent or deleterious substances are sent these cases occur rarely, and in such cases, therefore, it is practicable to look into the individual articles. But when you have got to deal with thousands of letters of the same type, it is impossible to obtain the sanction. Even with the amendment of the law, does the Minister mean to say that for a thousand lottery packets or ten thousand packets for the matter of that, the Postmaster-General is going to give permission ten thousand times? No, that is not practicable. Therefore, they will obtain permission in the case of one lottery and then start opening everything.

The apprehension of the people is that their activities through post will come to the notice of Government and Government might use this means for the purposes of criminal intelligence, and political offenders, from their point of view, will be dealt with. I submit that if it is only the desire of Government to suppress lotteries, it can be very effectively done, because it is said that in certain cases

the offenders would be known. So, you can prosecute them. May I ask how many people who have been carrying on the business of unauthorised lottery have been prosecuted and convicted?

There are certain ways in which packets of lotteries can be effectively dealt with in transmission. First, they all come in the same type of envelope; secondly, the envelopes weigh the same, and probably the posting post office is the same in all cases. In this way, when you find that a mass of letters moves, all of a stereotyped size with the same envelope and the same texture of the envelope, you can detect that something is going on, and maybe, you can certainly find it out. Often, these are not sent by ordinary letters, but they are sent by book-post. In fact, I myself have been getting any number of lottery tickets through book-post, formerly, that is, about two or three years back; since then, they have ceased. So, these things can be detected. Why do Government not immediately hand over the matter to the police commissioner or the police authorities and let them take action? Who says that there is obligation on them either to transmit onwards to the addressee or to return it to the sender? No. There is also a third alternative possible for Government, namely that they can hand over every packet to the criminal intelligence department or to the police authority on the spot and let them take action. If Government try out this method and studiously prosecute people, I would like to see how many persons indulging in unauthorised lotteries would persist in using post for transmission purposes. The excuse given by Government is not at all convincing, and to my mind, there is far greater danger of secrecy and sanctity and privacy of postal communications being violated than of unauthorised lotteries being eradicated. I, therefore, do not at all support the provisions of this Bill.

श्री हजारा सिंह (फिरोजाबाद) उपाध्यक्ष महोदय, इस बिल का उद्देश्य देखने में तो अच्छा मालूम पड़ता है लेकिन जिस उद्देश्य को माननीय मंत्री महोदय पूरा करना चाहते हैं, इस बिल के जरिये, मुझे लगता है, वह इस तरह से पूरा नहीं हो सकेगा। इसमें कुछ कमियां रह गई हैं जिनको पूरा करने की कोशिश नहीं की गई जान पड़ती। मैं समझता हूं कि इसका प्रयोग राजनीतिक विरोधियों के खिलाफ भी किया जा सकता है। इस सम्बन्ध में मैं यह भी निवेदन कर देना चाहता हूं कि अब भी जब कि कोई ऐसा कानून नहीं है, राजनैतिक विरोधियों के पत्रों को खोला जाता है और मुझे पता नहीं कि पोस्ट आफिस का यह व्यवहार कहां तक न्यायसंगत है।

श्री राज बहादुर : उपाध्यक्ष महोदय, मैं आपकी आज्ञा से जहां तक पत्रों को खोलने का सम्बन्ध है, उसको साफ करना चाहता हूं। इस प्रश्न को इस समय नहीं उठाया जा सकता है। माननीय मरुवा साहब ने भी इस प्रश्न को उठाया है और जो रेलेवेंट सेक्शन इस सम्बन्ध में है, उसको मैं आपकी आज्ञा से पढ़ कर सुना देना चाहता हूं। इससे उनकी जो भ्रान्ति है, वह दूर हो जायेगी।

Section 24 of the Indian Post Office Act reads:

"*Power to deal with postal articles containing goods contraband or liable to duty.*—Except as otherwise provided in this Act, where a postal article is suspected to contain any goods of which the import by post or the transmission by post is prohibited by or under any enactment for the time being in force or anything liable to duty is received for delivery at a post office, the officer in charge of the post office shall send a notice in writing to the addressee inviting him to attend either in

[Shri Raj Bahadur]

person or by agent within a specified time at the post office and shall in presence of the addressee or his agent or if the addressee or his agent fails to attend as aforesaid then in his absence open and examine the postal article:

Provided, first, that if the Director-General so directs in the case of any post office or class of post offices, the officer in charge shall call in two respectable persons as witnesses before he opens a postal article in the absence of the addressee or his agent:

Provided secondly that in all cases, the postal article after being opened shall be delivered to the addressee unless it is required for the purpose of further proceeding under this or any other law or enactment for the time being in force....."

So, if there is anything, the transmission of which is prohibited by law, then the post office, if it so chooses, has got the additional power to call the person when it wants to open the article.

The power of opening without calling the addressee is contained in section 23(2) which I may read again so it may cut short the debate:

"Any officer in charge of a Post Office or authorised by the Post Master General in this behalf may open or unfasten any newspaper or any book, pattern or sample packet, in course of transmission by post which he suspects to have been sent by post in contravention of section.....or of any of the provisions of this Act relating to postage".

16 hrs.

So there should be no apprehension that any advantage will be taken for political reasons. I think that is an attempt to read too much into the provisions of the Bill, and that is imputing a motive which is hardly fair, keeping in view of the dignity of the House as also our mutual intentions to one another.

श्री बलराज सिंह : उपाध्यक्ष महोदय, मेरी मंशा कतई यह नहीं है कि मैं सरकार की नीति और उद्देश्य में कोई शंका व्यक्त करूं। मैं सिर्फ यही निवेदन करना चाहता था कि मंत्री महोदय ने जो पढ़ कर सुनाया ऐक्ट में से, उसके होते हुये आज यह चीज अमल में आ रही है कि राजनीतिक विरोधियों के पत्रों को खोला जाता है। इस सम्बन्ध में मैं निवेदन करूंगा कि न सिर्फ पत्रों को .....

श्री राज बहादुर : मैंने रक्षा चाही थी कि यह चीज जो प्रश्न हमारे सामने है उससे बिल्कुल परे है।

उपाध्यक्ष महोदय : माननीय सदस्य इस तरह आर्गू कर रहे हैं कि बावजूद इसके कि प्राविजन्स हैं मगर पत्र खोले जाते हैं, यह एक और मौका मिलेगा उन को खोलने का।

श्री बलराज सिंह : उपाध्यक्ष महोदय ने बिल्कुल ही सही कहा है कि यह जो कानून के जरिये से जो काम इस वक्त हो रहा है, उसे आप और मजबूती से कर सकेंगे। इस सम्बन्ध में मैं एक उदाहरण आपको अनुमति से देना चाहूंगा। पिछले दिनों की बात है, दिल्ली में उर्दू सम्मेलन हो रहा था। उसमें एक मुशायरा उर्दू में हो रहा था। उसमें हिस्सा लेने के लिये मेरे एक मित्र आये थे। उन्होंने मेरे यहां से इस बात के लिये टेलीफोन किया कि जो उर्दू मुशायरा हो रहा है उस में आयेंगे। बीच में टेलीफोन एक्सचेंज के कोई साहब थे जिन्होंने कहा कि मुशायरा मत कहिये, कवि सम्मेलन कहिये। उर्दू में नहीं हिन्दी में कहिये। हिन्दी राष्ट्र भाषा

है, आप उर्दू का नाम मत लीजिये । मेरे निवेदन करने का मन्तव्य सिर्फ यह है कि बिना कानून अब इस तरह की चीज हो रही है तो अगर कानून बना कर इंटरसेप्ट किया जाये तो और भी ज्यादा हो सकती है ।

उपाध्यक्ष महोदय : आप तो पत्रों में और पोस्ट आफिस में टेलीफोन को ले आये ।

श्री ब्रजराज सिंह : जी हां, मैं ने टेलीफोन का जिक्र इसलिये किया कि कानून के न होते हुए भी जब ऐसा होता है तब कानून से ताकत हासिल करके, जैसा मैंने शुरू में निवेदन किया, उसके उद्देश्य से आगे बढ़ जाने की सम्भावना है और अनधिकृत रूप से यह काम होने लगे । आप जो ताकत हासिल करना चाहते हैं, कीजिये, अगर कोई चीज राष्ट्र के लिये घातक है तो उसे बन्द कीजिये, वह अच्छी चीज नहीं है । लेकिन सवाल यह है कि जो शक्ति आप हासिल करना चाहते हैं इस कानून के जरिये से, क्या वही तरीका है, और कोई तरीका नहीं हो सकता है ? मुझे खतरा यहां है कि इस तरीके से, इस शक्ति से, अपने राजनीतिक विरोधियों का कोई नाजायज तौर से दबा सकता है, जो कि आपका उद्देश्य नहीं होना चाहिये । मैं नहीं कहता कि आप इसके जरिये यह चाहते हैं कि उन्हें दबायें । मैं सिर्फ इतना निवेदन करना चाहता हूं कि इस तरह की ताकत हासिल होने पर हो सकता है कि राजनीतिक विरोधियों को परेशान किया जाये । मैं सिर्फ यही चाहूंगा कि जब आप इस तरह का कानून बनाने जा रहे हैं तो उसमें इस बात का ध्यान रक्खा जाये कि उसका उपयोग कहीं ऐसी बातों के लिये न हो जो उद्देश्य, आपका, इससे नजर नहीं आता । इस तरह की हिदायतें दी जायें ।

जो कानून आप बना रहे हैं उससे यह पता नहीं चलता कि जो चिट्ठी जा रही है या पैकेट आ रहा है, उसको सूंघने से पता लग जायेगा कि उसमें लाटरी के टिकट जा रहे हैं या उसका विज्ञापन जा रहा है जो कि अनधिकृत है, जो समाज के लिये खतरनाक है और जो कि नहीं होना चाहिये । हो यह सकता है कि इस तरह का कानून बनने से, इस तरह की ताकत मिलने से ऐसे लोगों के पत्र भी खोले जायें जिन्हें नहीं खोलना चाहिये और जो गोपनीयता उनकी है वह नष्ट हो जाय । इसलिये मैं निवेदन करना चाहूंगा कि इस कार्य को पूरा करने के लिये गृह मंत्रालय से मदद ली जाय । जहां तक लाटरी को बन्द करने का सवाल है, यह समाज के ऊपर अभिशाप है, इससे समाज का नुकसान होता है, इसमें दो रायें नहीं हो सकतीं, लेकिन इसको खत्म करने के लिये आपके बजाय पुलिस कार्यवाही करे । आपको देखना चाहिये जो इस तरह का काम चलाते हैं उन पर पुलिस मुकदमा चलाये और उसे खत्म कराये । आप पोस्ट आफिस के बजाय इसको गृह मंत्रालय से सम्बद्ध कीजिये और उसके द्वारा समाज के इस अभिशाप को दूर कराने की कोशिश कीजिये । जो ताकत आप हासिल करना चाहते है उसमें पोस्ट आफिस के लिये इस तरह की ताकत आप मत हासिल कीजिये । लेकिन अगर इसके बिना आपका काम नहीं चल सकता तो मैं अन्त में एक निवेदन जरूर करना चाहूंगा कि यह ध्यान रखा जाये कि पोस्ट आफिस में काम करने वाले जो लोग हैं, उनको हिदायतें की जायें कि लाटरी के बहाने वे किन्हीं राजनीतिक विरोधियों को परेशान करने की कोशिश न करें और उनके पत्रों की गोपनीयता को नष्ट करने की कोशिश न करें । यह ख्याल रखा जाये कि इस तरह की किसी चीज में हम न पड़ें । यह भी ख्याल रखा जायगा, मैं आशा करता हूं, और इस तरह का कोई तरीका ढूंढने की कोशिश की जावेगी कि जिससे आप जो चाहते हैं कि लाटरी य इस प्रकार के अनधिकृत विज्ञापन को जाना जा सके वह सम्भव हो सके । इसको जानने के लिये कोई नया तरीका इस्तेमाल किया

[श्री ब्रजराज सिंह]

जावे ताकि पता लग जावे कि किसी पत्र में क्या है । हर एक आदमी की चिट्ठी पढ़ने की कोशिश किसी तरह भी न की जावे ।

इन शब्दों के साथ मैं चाहूंगा कि मैंने जो सुझाव दिये हैं, मंत्री जी उन पर ध्यान देंगे ।

Shri C. R. Pattabhi Raman (Kumbakonam): May I, with your permission, think aloud so far as the substantive portion of the present Bill before the House is concerned?

Chapter V of Act VI of 1898, which is the Indian Post Office Act, is quite specific. It deals with conditions of transmission of postal articles. We are governed by the various international postal conventions. You will permit me to reiterate that long before the birth of the United Nations, long before the League of Nations, internationally speaking, a union of States took place more or less on the first occasion so far as postal transmission was concerned. We are bound by those international postal conventions. Chapter V of the existing Act is clear enough. It says 'Conditions of transmission of postal articles'.

I shall straightway go to section 19. What does it say? It says:

> "Transmission by post of anything injurious prohibited".

What did they have in view?

> "Except as otherwise provided by rule and subject to such conditions as may be prescribed thereby, no person shall send by post...."

I stop there. What are the things that are prohibited?

> "...any explosive, dangerous, filthy, noxious or deleterious substance, any sharp instrument not properly protected or any living creature...."—

Suppose a man wants to send a small butterfly inside the post—

> "...which is either noxious or likely to injure postal articles..."

Shri V. P. Nayar: If it is a cobra?

Shri C. R. Pattabhi Raman: So far as the main Act is concerned, we are now seeking to amend that section and have another new section—19A. What does it say? Let us read it as it now stands.

> "No person shall send by post...."

It is not even a packet. That is what is worrying me. I know this has gone through the Rajya Sabha and I have no doubt they have had a lot of deliberation on this aspect. The new amending section says:

> "After section 19 of the Indian Post Office Act, 1898, the following section shall be inserted, namely:
>
> "19A. No person shall send by post—
>
> "(a) any ticket..."—

That is, if a friend of mine sends me a Derby ticket from London, that may be good enough for being opened. As the Minister pointed out, on suspicion it can be opened. The permission taken is not a permission for each occasion. The Post Master or Postmaster General or whatever his designation may be, will take an omnibus permission, or a periodical permission. He won't say: "I suspect this letter has got something. May I open it?"

The provision with regard to giving notice of opening in section 24 will not apply when the general object seems to be to prevent lotteries. I can quite understand it. We feel strongly that lotteries must be pre-

vented. But I am very worried about this amendment. It says:

> "any ticket, proposal or advertisement relating to a lottery".

This is wide enough.

Then, what does (b) say? It says, "any other matter descriptive of or otherwise relating to a lottery". That is to say, he need not send a lottery ticket at all. It is not necessary to send a lottery ticket at all; anything descriptive of or otherwise relating to a lottery even if that is sent (Shri *Easwara Iyer*: Even a letter) you give them powers to open such letters. (*Interruption*). All the other powers are given. I find you are not only amending the Act by adding section 19A, but you are adding 19A to section 61. There is the power of imprisonment also there. Section 61 is wide enough. It says:

> "Whoever, in contravention of the provisions of section 19 or 20, sends or tenders or makes over in order to be sent by post any postal article or anything shall be punishable with imprisonment for a term which any extend to one year or with fine or with both."

That is what is contained in the original Act. What did they enact it for? Noxious, deleterious articles or explosives were not to be sent by post. For that, they provided punishment as it now stands. If sections 23 and 61 are amended, then these powers are given.

If, supposing lottery tickets are banned, then there is punishment certainly for people who send them. It is quite possible to read a constructive making over. I am not saying that if I do not like a person A, I can send a lottery ticket to him and get him booked. I am not suggesting that. But, as it now stands, it seems to be very wide. The sending of a lottery ticket may well be dealt with by amending the Penal Code or some other Act but you need not amend the Post Office Act. So far as opening is concerned, it may be an advertisement or any other matter descriptive of or relating to a lottery ticket.

With regard to rules, I am glad the hon. Minister is ready with those rules. They are very wide. They say, on suspicion, they can act. They also say what is the procedure to be followed by the Post-master General or other postal authority so far as these letters are concerned. But, I do not know whether the rules by themselves are protective enough when the sections are clear. What can you do with the rules?

I am not opposing this Bill. You cannot prevent, for security reasons, any letter being opened. We must know that even in countries like America there is telephone tapping. In England, the other day, there was a big case going on.

Shri Braj Raj Singh: For Urdu Conference?

Shri C. R. Pattabhi Raman: You can turn round and say, it is for lotteries. I am only giving a point. I am only saying that it is not possible to decry action that is being taken by Government for the sake of security reasons to open covers, or to tap private machines or telephone calls. Later on, it may come to an action for damages if an innocent man is affected. It is not that the Government do not have the powers already. They have those powers for security reasons. That is a different thing.

I submit this. This is very wide; and I wonder whether the hon. Minister would be able to have another amending clause also to it at some proper time defining very clearly what is that they wish to prohibit. It is not that a single ticket will be hit, but also any matter relating to it or any advertisement that will be hit.

Shri Easwara Iyer: Mr. Deputy-Speaker, Sir, this Bill seems to have

[Shri Easwara Iyer]

been brought, apparently, with good intention. But, I would say there is a good deal of explosive results that may happen if it is passed into law.

16·14 hrs.

[SHRI C. R. PATTABHI RAMAN *in the Chair*]

The hon. Minister says that he wants to prevent lotteries. Certainly, we also agree that unauthorised lotteries should be prevented. But, the instrument or machinery for the purpose of preventing lottery is sought to be made by giving the post office these powers. Wide powers are sought to be given to the postal authorities to open letters and to see whether it contains acrimonious or, according to this Bill, spurious literature or advertisment or anything descriptive of or relating to lotteries. This is what the clause says.

The Minister says that it is necessary to give powers in order to prevent this evil. Otherwise, the post office will become an abettor. It is a very startling proposition of law that the Minister is putting forward. Certainly, I was trying to revise my notions of criminal law and criminal jurisprudence when he said that the post office, by transmitting these letters, will become abettor.

Shri Raj Bahadur: Deliberately.

Shri Easwara Iyer: Even if they have knowledge and they transmit, will they become abettors? Certainly I am not going to embark upon an argument with the hon. Minister with regard to the question of law in this case and in this matter. But, I would respectfully submit that he would do well to revise his notions of criminal law. If the post office knows that a letter contains any such matter, they can report to the authorities concerned and prosecutions can be launched. It is not that they will be abettors if this matter is transmitted. He wants to prevent the evil, the transmission of the literature regarding a lottery. It is a small evil.

There is a certain saying in Tamil, which the Chairman certainly knows and which I do not want to repeat in Tamil, that if you want do destroy a mouse you do not set fire to the house. But, that is what the Minister is trying to do. He is trying to set fire to the whole edifice of secrecy and decency by giving far-reaching powers to the authorities for the purpose of destroying this very small evil of these letters or these lottery tickets being transmitted to persons.

A reading of the clause itself is very illustrative. Clause 2 of the Bill says:

"No person shall send by post—

(a) any ticket, proposal or advertisement relating to a lottery;"

I will stop there. It may be an advertisement. It may be couched in the form of a letter from one friend to another friend.

Clause (b) would say,

> "any other matter descriptive of, or otherwise relating to, a lottery, which is calculated to act as an inducement to persons to participate in that lottery."

If a person from England sends me a letter saying that there is a good lottery going on and says that it will be in my interests, since I am lucky, that if I take one I may win £50,000, and, along with that he also explains certain domestic matters, personal matters and legal matters and other things, will that be an advertisement coming within the mischief of this section 19A? I would request the hon. Minister to consider that.

Is it expedient, is it necessary that we should enact this measure in order to prevent this small evil?

The Minister says that they will be using these powers sparingly and cautiously. That is only a general course of conduct. If persons are detected sending lottery tickets through post, it will be easier for the postal authorities to find out those persons. When money orders come to those persons, it will be easier for the post office to find them. It will be easy for the postal authorities to find out from the general course of conduct of a particular person. Why should these powers be given to the postal authorities? You can straightaway inform the police authorities and get these persons prosecuted under the Penal Code. You can say, "here is a case where I strongly suspect that this is happening; you investigate".

I am not certainly drawing any inference from this. But, it may be that this power is conferred on the postal authorities not for the purpose of getting at these lottery people. It is something else. I would like to read between the lines and find out what it is. It is a weapon intended to legalise what the postal authorities are till now doing. It may be strongly denied by the Minister but they want to legalise what they are now doing illegally, that is opening all our letters on suspicion of political propaganda, etc. Certainly this is a case in which, as my hon. friend, Shri Bharucha would say, this power is not to be conferred upon the postal authorities.

The Minister would say that the power of opening can be given only to the Post Master General. I do not think so. Section 23 (2) of the Indian Post Office Act of 1898, says that any officer in charge of a post office or authorised by the Post-Master General in this behalf may open or unfasten any newspaper or any sample packet in the course of transmission by post.

Shri Raj Bahadur: Not letter.

Shri Easwara Iyer: It is a question of interpretation as to what exactly is a letter. Will it include small packet? Supposing I send something in the form of a small packet. whether it is a letter or otherwise is a question of interpretation. It is open to the authorities to define this by saying that it is a small packet.

This enactment itself, with great respect to the Mover of the Bill is very loosely worded. What is lottery? It is not defined here. Perhaps the Minister may look at the Indian Penal Code. I am at a loss to find what exactly he means by 'lottery'. If according to the Minister it means some arrangement for distribution of prizes on the basis of chance, that distinction could have been put in. We speak of marriage as a lottery. Supposing a person says that a couple became husband and wife by chance, is it lottery? This does not contain the definition of lottery. Certainly in the speed with which this Bill is being piloted herein, it has escaped the notice of the Minister. Or, as I submitted, this is not exactly to prevent the lottery coming in but for certain other purposes. Otherwise, the correct and precise definition of lottery would have found a place.

The Minister has also not given statistics about the un-authorised lotteries going about, the number of postal articles tapped in the post office and transmitted. The Minister has also not given us details about the increase or decrease in such things. Why should this Bill come now? What is it that is put in there? I would respectfully submit to this House that this House may throw out this Bill because it is a case where an infringement arises. If it is not a Fundamental Right, it is the legitimate right of every decent citizen of India which is infringed.

Shri Biren Roy: Sir, I would not like to repeat all the arguments of the previous speakers. But I want the hon. Minister to enlighten us about the provisions which give the right to the post-master or officer in charge of

[Shri Biren Roy]

a post office to open any packet or newspaper, article or something. He has stated just now that such power is not given but I am going to speak from my personal experience because I have been an international correspondent for the last twenty years. During the last two or three years, I have been receiving letters, many opened.

I do not know why these had been opened. I wrote once a letter to the Post-Master General, Calcutta. Even after I have been elected as a Member of Parliament, it happens. Only three days ago, I got a letter from Germany, from a bank director. It is a simple letter. His wife was the guest of mine only two weeks ago and he had not got any letter from here. That letter was opened and then pasted, like the customs opening, pasted with a kind of gummed paper. No reason was given. Perhaps the postal authorities think that because it is coming from a bank, it might contain something. A cheque may be enclosed and so on. I also complain that often many of the reply coupons—there are international coupons by which one can reply without purchasing stamps on payment of cash—are missing. Most of these coupons are missing whenever these are sent.

Not only that. What happens is this. They some times write: "opened by censor". In one particular instance, they wrote "stamps" taken away at some place which is not known. It is written on the top; the post-master himself has written it. After all, the person who is sending it will not take the stamps away. It is coming by air; nobody in the plane will take it. Somewhere it has been taken away and he had the cheek to write and send it to me saying that he had received the letter without foreign stamps.

Anyway, these are very simple matters. But the danger is that all private correspondence are now being opened. We know it is being opened. How are you going to stop it? There was a salutary provision which he had read out. In case there is suspicion, the post-master can write to the party who can come when it is opened. That provision is already there. Let there be a witness or somebody. Find out what are the suspected things there, instead of trying to open it and then send it to the recipient. But what is the reason for adopting the present practice? Under what law? I do not know whether it is legal or illegal. I can produce these letters if desired.

When I asked this clear question, as he was explaining, as to how these detections are being made, somebody replied "by X-rays". I do not know. There is nothing of that type in the post office. If there had been it might not have been opened at all. It is just a plain sheet of paper—a bank letter. He could even read it, if necessary. There is nothing. Yet, it is opened and pasted on. Is it not a dangerous thing? Have we not even that immunity of correspondence? If that is so with the Members of Parliament, what is going to happen to ordinary persons? I do not know if it is an infringment of personal right, if not of the Fundamental Right. A person should be able to correspond safely. If it is abused, or violated, there are rules under which you can take steps. You can enforce that particular—very salutary provision. You say to the suspected person: "You come to the post office". In front of a witness, you open it. You find what is wrong there. But why are you opening it without any explanation, without adopting this provision and then sending it to the recipient? He cannot say anything. If one complains, no replies are received. This is a dangerous provision. You should also provide that the person will be called to the post office to receive that letter, if it is suspected to contain such things. If you find that it is a lottery ticket, you send it to the proper police authorities and take action. That is the only way to check it.

Mr. Chairman: Shri D. C. Sharma and then Shri V. P. Nayar.

Shri D. C. Sharma (Gurdaspur): Mr. Chairman, this is a very pedestrian Bill but it has led to a very great flight of fancy and very lengthy fights of imagination. As I sat listening to the speeches made, I asked myself this question: "Are all these allegations, autobiographical details and infringement of civil liberty, real or imagined, and all these talks about censorship justified?"

Sir, to a man of my limited understanding it would appear that it is not the Bill which has provoked all this, but it is perhaps the dullness of the House that has made us think on those lines. I do not want to talk about this Bill in terms of civil liberties. Civil liberties are there in India, and I think they are there in a much greater degree than in many of the other democratic countries. The question of civil liberties has nothing to do with this Bill, because they are fundamentally guaranteed and I think there have not been any breaches of civil liberty laws so far.

It has been said that this power should not be given to the Ministry of Communications but it should be entrusted to the Ministry of Home Affairs. I cannot understand this argument. I think, on the whole, the Ministry of Communications which runs the postal department is a much less harmful Ministry even according to the estimation of the Members opposite than the Ministry of Home Affairs. The Ministry of Home Affairs is, I think, much more to be afraid of than the Ministry of Communications, and I have not seen any exalted sense in saying that the Ministry of Communications should forgo this power and transfer it to the Ministry of Home Affairs. If that happens, I think there will be a big argument about that, perhaps a much bigger argument than what we have had so far.

I think this is not a measure which is going to curtail our rights, whether civil or political. It is not a measure which is going to arm the post offices in such a way that the post offices become a kind of administration for something like the Preventive Detention Act or something like that. I think this Bill refers to a social evil of which I do not know why my friends in the Opposition have become so forgetful today. It refers to an economic evil, and this Bill has been brought forward to put an end to this evil. Of course, human ingenuity is there and legal ingenuity is also there. and if one were to call into play these two things one can read any meaning into a sentence and any kind of significance into a statement. That is what has happened today.

The fact of the matter is that a lottery is a penal offence according to the Indian Penal Code. But there are persons who are ingenious enough to say that they can carry on lottery business through the post office. If you cannot carry on a lottery business in the house because it becomes punishable by law, you should also be not permitted to carry on lottery business through the post office; it should be made equally punishable by law. I think this is the simple objective of this Bill.

It was said that any letter can be opened on suspicion.

Shri Biren Roy: It is being done even today.

Shri D. C. Sharma: I think all these fears are not based upon any big number of facts. I do not want to say that all these fears are not justified. These fears may be there. But I think it is not this Bill which can put an end to these fears.

Shri Braj Raj Singh: Come to this side and you will experience it.

Shri Biren Roy: Sir, shall I have to produce all the envelopes to the

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hon. Minister tomorrow to satisfy this gentleman.

Shri D. C. Sharma: I think it is no use sending any envelope to me because I know scientific methods of opening envelopes have gone so far and our post offices also have these scientific methods that you can open an envelope without there being any indication to show that it has been opened. I do not say that anybody should open another's envelope. What I mean to say is that it is not justifiable to load all those fears on the back of this Bill.

Shri Biren Roy: We have not opposed it. We have only stated that it should not be destroyed and that the man concerned should be called at the post office.

Shri D. C. Sharma: So, I say that this is a very limited measure and it refers to something which is happening in India. Only the other day I was told about a magazine. I do want to mention the name of it. There are many magazines of that kind which are still carrying on this lottery business. They are published in all the Indian languages. They are making any amount of money by doing that. They are having a big business of this kind. They are taking advantage of the credulity of the reading public. Their circulation is very high. How can you get hold of those papers? How can you prevent those papers from publishing lottery material? I think the Home Ministry has not been able to lay its hands on such journals. I think some provision in our Post Office Act is needed in order to curb the unsocial activities of those persons who are trying to get fat in a very easy manner, and who are trying to take undue advantage of the desires of some people to get rich without making due efforts for it.

But I believe that there should have been one thing added, when I look upon it as a social measure and even as an economic measure. I have been reading the encyclopaedia of social sciences. There they have said that it is not only an ethical proposition, it is not only a social proposition, but it is also economically demoralising the people who take to lottery in order to make money. I want to ask one question of the hon. Minister. If lottery is bad socially, bad economically and also bad ethically for an individual, a firm or for some kind of a corporation, how can it becomes desirable for a State? This is what I have not been able to understand. If you want to put 'x' under some kind of control because he is carrying on a lucrative business in lotteries, I do not see any reason why you should sanctify the lotteries which are undertaken by this State or that State.

My feeling is that all these lotteries should be swept away with the same broom, and there should be no distinction between authorised and unauthorised lotteries. I know sometimes it happens that when you want to build a hospital and you want money, you want to run a lottery in order to get some money for that. But I may tell you that that kind of money is tainted, that is not worth having for the sake of any welfare measure. Therefore, the suggestion that I would like to make to the hon. Minister is that he should see to it that all kinds of lotteries are banned in this free India, and the States or the Government should not be permitted to do what we do not allow our citizens to do.

At the same time I would say that the punishment that has been prescribed is, I believe, excessively deterrent. I do not think the punishment should be so great as that— I believe it is in Section 61. I believe the punishment should have been brought down to some extent.

Shri Biren Roy: Why?

Shri D. C. Sharma: It is because I feel that the punitive aspect of this measure should not be highlighted to that extent. We should use two approaches to it,—the social approach to which I have referred and the punitive approach. If you make it only a kind of punitive approach, I think the people who have indulged in these lotteries will find some other way of circumventing the whole thing. What I say is this. The lottery business should be liquidated, and liquidated in a way which does not make for this kind of deterrent punishment.

I would, therefore, request that this measure should be looked at from the proper angle. All these extraneous considerations which have been brought to play upon it should not be taken notice of. We should try to do away with this social malady. I think this Bill will be useful. At the same time, I request the hon Minister that after the Bill has been passed, he should lay a statement on the Table of the Sabha to show how far this Bill has been effective in putting an end to these lotteries, what action has been taken under the provisions of the Bill and whether there has been any false scent by which the post offices have taken action and some innocent person has been taken hold of on a mere suspicion, even when there was no real case of sending a line of advertisement on lottery. This kind of statement, I think should be placed on the Table of the Sabha after one year of the working of this Act so that we may know where we stand and so that we may know whether the fears of my friend which have been voiced on the floor of the Sabha are justified or not.

I think that is a safeguard which we need badly in order to see that there has been no widening of the powers given to the administration by this Act and to see that there has been no abuse of the powers given to it by this House.

Mr. Chairman: I have the list of Speakers here. I regret I cannot call any more Members. Shri V. P. Nayar may finish his speech quickly.

Shri Raj Bahadur: I would require 15 minutes.

Shri V. P. Nayar: I do not want to cover any of the grounds which have already been covered, but I fail to see the reasoning my hon. friend Shri D. C. Sharma made. He says that this is a social evil and therefore the Bill has come. I ask him whether this is the only social evil of this kind which we have to handle now. Does he not know that in the cities there is what is called speculative trade? There is what is called *jatka*, there is *satta*. Are they not social evils? But I have not seen him raising even his little finger for the prevention of these things.

Mr. Chairman: You mean the share market?

Shri V. P. Nayar: The volume of money involved in this, as compared to the volume of money involved in *satta* deals, will be very much negligible. So, I am not going into that.

Shri D. C. Sharma: I have got them in my notes, but I did not talk about them.

Shri V. P. Nayar: If the hon. Member has those notes, let us discuss it some other time. I only wanted to stress another aspect. Until the hon. Minister came out with his explanation, I was hoping that the Bill will not have any really mischievous possibilities. Now, I am doubly convinced that the Bill is not intended or is sought to be intended to fulfil the purpose in view, whatever may be the pure motives of the hon. Minister himself. I cannot, for a moment, think that the Bill is for a very sound and holy purpose, because I remember that as we came here in 1951 or 1952, the then hon. Minister of Communications said in the House that his department had right to open certain letters in order to get at the position of various political parties. I do not want to go into it either.

Shri Raj Bahadur: I question the accuracy of that statement.

Shri V. P. Nayar: I meant Shri Jagjivan Ram.

Shri Raj Bahadur: Even so, I question the accuracy of that.

Shri V. P. Nayar: He might question it. The other day we heard what it was about in the other system of communication—the telephone,—when a Member made an allegation that telephones were being tapped. I do not want to go into that now, but I want to point out certain aspects. The hon. Minister said that he was leaving the legal side. It was better also that he did so. But I was surprised to find out that the hon. Minister went on repeating that this will be an abetment, that he does not want the post office to function as abettors or the postal employees to function as abettors, because this is an act which has been declared to be an offence under the Indian Penal Code.

Mr. Chairman: The Minister explained that it will be abetting when we know it is a lottery, when we are in the know of things.

Shri V. P. Nayar: That is not the point, Sir.

Shri Raj Bahadur: That is the point.

Shri V. P. Nayar: If he goes through the particular provisions which penalise the holding of a lottery or keeping a lottery . . .

Shri Raj Bahadur: I shall answer that. The hon. Member can move to another point.

Shri V. P. Nayar: Let me explain myself. He cannot anticipate. If I am earnest in trying to make him understand a little bit of law, I should not be discouraged.

Shri Raj Bahadur: He is welcome.

Shri V. P. Nayar: I was only suggesting that always the intention of Government to prevent certain offences generally can have a larger effect by the medium of the post office. For example one can envisage the transfer, from place to place through the post office, of pornographic literature. It is an offence. Nobody can publish any obscene literature. Why do they not put a stop to it? We find in all railway stations and in every place, throughout the country, the most obscene literature being kept, because, technicallay, it may not infringe the law. That is not a very laudable purpose.

I should say that the hon. Minister has completely misunderdstood the point. According to me, the best way in which we can think of abetment, especially when it concerns an offence which has to be visited upon by a punishment, is this: we have necessarily to go to the Penal Code. That is my submission. What does the Penal Code say? I cannot by any stretch of imagination understand how the word 'abetment' could at all be used in this case. I was trying to refresh my memory. Unfortunately, I did not have a copy of the Code, and without reading it, I thought the hon. Minister might question me.

Now, what is abetment? Section 107 says:

> "A person abets the doing of a thing, who instigates any person to do that thing;—"

Is it the hon. Minister's case that the post office or the personnel employed in the post office instigates the running of a lottery? If it is not so, this law does not work. Secondly, the Code says:

> "Engages with one or more other person or persons in any conspiracy—"

conspiracy is a necessary ingredient—

> "for the doing of that thing, if an act or illegal omission takes place in pursuance of that conspiracy and in order to the doing of that thing;" or

"intentionally aids, by any act or illegal omission, the doing of that thing."

Where is the case of intention? If I run a lottery or run a lottery house, I commit an offence under the Penal Code, but if I put certain letters in the post-box and the letters are taken from place to place by the postal employees, by any stretch of imagination how can we fix the guilt of abetment on any employee if (a) there is no instigation, (b) there is no conspiracy, and (c) there is no intention at all?

What is the intention? One cannot bandy about any words without understanding the real meaning as to how they are construed in law. What is intention? Even intention cannot be construed in the general sense because, for a particular offence, intention can only be understood in the sense in which it is defined in the Indian Penal Code. The Penal Code says:

"A person who, by wilful misrepresentation or by wilful concealment of a material fact which he is bound to disclose, voluntarily causes or procures, or attempts to cause—

Is the postal employee bound to disclose that he has known that there is a lottery literature in the box which he took? Then,

"or procure, a thing to be done, is said to instigate the doing of that thing".

Where is the instigation? So, however much the hon. Minister may desire that this should have amounted to an abetment, necessarily no case can be maintained that any act done in respect of such literature and passed on to the post office by any employee will amount at all to abetment. Even then the hon. Minister wants it. Why? For very clear reasons. We know that it cannot at all infringe this provision of the law. And what is the punishment? Keeping of a lottery house is to be punished with imprisonment upto six months. It is not merely punishment for any abetment. For abetments there must be intention, instigation and conspiracy. If you go by conspiracy, it will be even worse. So long as we do not pass this law, the omission will not be illegal.

Pandit Thakur Das Bhargava: Therefore, he is passing it.

Shri V. P. Nayar: Then, this is not the way. Penal Code prescribes the punishment for a lottery house. Let us conceive that this is a menacingly growing offence. For argument's sake I grant that. I will not question that. But here the Penal Code chooses only to prescribe a punishment of six months. For the unintentional carrying of a letter the hon. Minister says that "because it involves a social evil, because the offence is to be prevented somehow, that we are taking this extraordinary power with us in order that we may exercise that power with the utmost caution to see that this evil is not there". But nothing can be more ludicrous than this sort of legislation, because, you know, the real aim is bound to be something different.

Because, if that is the intention of the Government, if the Government wants to see that this offence is not widespread, it is very easy for the Government to prescribe higher punishments. By all means, make the punishment seven years for running a lottery; I am not worried. Let it not merely be cognizable, let it be visited by a higher puishment; I am not worried at all. I am sure that the hon. Minister himself, or his colleague who sits there, will not have a malicious intention; I am prepared to grant that, because I know both of them. But this is a surreptitious way of getting certain letters opened, which the normal law does not provide for. So, I very strongly object to the inroads on personal liberties, whatever Mr. Sharma may say.

Shri Raj Bahadur: I am grateful to the hon. Members who have given support to this measure, and also to the hon. Members who have levelled points of criticism against that.

The points of criticism may broadly be brought under three categories, firstly, there is some political motive behind it; secondly, even at present letters are being opened, telephones are being tapped and so on and so forth; and thirdly, this argument about the possibility of a postal official playing the role of an abettor in case he unintentionally aids in the transmission of the prohibited literature. These are the three broad categories.

So far as the charge of censorship of letters is concerned, I think it is entirely foreign to the issue that we have in hand; it is not at all germane to it. As my hon. friend, Professor Sharma, said, they wanted to talk on all complaints about the mails, about loss of stamps and so on and so forth. To that extent, one has to agree with that.

Shri Biren Roy: That is not correct.

Shri Raj Bahadur: Well, opinions might differ. But, may I remind you that a similar challenge was thrown in the other House by Mr. Bhupesh Gupta that his telephones were tapped and a counter offer was given to him?

Shri Biren Roy: I did not mention the telephones.

Shri Raj Bahadur: You said about telephones also. I think we are given to too much suspicion towards one another.

Shri Biren Roy: I can produce the letter. No telephone was mentioned.

Shri Raj Bahadur: We cannot arrive at a conclusion in a case we build up the argument on the foundation of a suspicion.

Shri Braj Raj Singh: It is a fact, not a suspicion.

Shri Raghunath Singh: Then it should be proved.

Shri Raj Bahadur: There it could not be proved; though a challenge was thrown, nothing came out of it. It is not good to build an argument on these vague charges.

Shri Punnoose: Very cleverly put.

Shri Raj Bahadur: It is very difficult for them to give a concrete instance. Now they are trying to throw the blame on the Government.

Shri Braj Raj Singh: I can produce two cases.

Mr. Chairman: The hon. Minister is only referring to the instances in the postal department.

Shri Raj Bahadur: He was referring to some poets who came for the Urdu *Mushaira*. I do not know whether all the poets came from this country or from abroad.

Shri Braj Raj Singh: They were from here.

Shri Raj Bahadur: It is up to this Government and to this House to take all measures to see that in the garb of a poet no person comes here. . .

Shri Raghunath Singh: Surely.

Shri Raj Bahadur: . .and infringes the security or undermines the law and order position or anything of that kind.

Shri Braj Raj Singh: May I point out that these persons did not come from across the border?

Shri Raghunath Singh: Every nation will take necessary steps for the security of the country.

Mr. Chairman: It is possible to endanger the security of the nation even from inside.

Shri Raj Bahadur: I need not expatiate on this particular point.

I will be brief in regard to the other points. As I said right in the beginning, the power of opening letters as such is not being taken by this Bill at all.

16·56 hrs

[MR. DEPUTY-SPEAKER *in the Chair*]

By no stretch of imagination, by no amount of stretching the wording and the phraseology of the present Bill can you come to the conclusion that we are taking power to open letters That is impossible. It cannot be done. Under section 23(2), only in a certain number of cases could it be opened. I can again read with advantage that particular provision. It reads:

> "Any officer in charge of a Post Office or authorised by the Post Master General in this behalf may open or unfasten any newspaper or any book, pattern or sample packet" (envelope has not been mentioned here, nor letter cards).

Shri Biren Roy: We do not object to that.

Shri Raj Bahadur: It would have been much more helpful, and would have contributed to the debate, if a charge was made at the time when power is taken to open letters. Now, as I have already submitted, there are sufficient safeguards already existing, both in the rules as also in the main enactment, the Indian Post Office Act, 1898, which has stood the test of time. Now, apart from other safeguards, section 24 reads:

> "Except as otherwise provided in this Act, where a postal article suspected to contain any goods of which the import by post or the transmission by post is prohibited by or under any enactment for the time being in force, or anything liable to duty, is received for delivery at a Post Office the officer in charge of the Post Office shall send a notice in writing to the addressee inviting him to attend, either in person or by agent, within a specified time in the Post Office, and shall in presence of the addressee or his agent, or if the addressee or his agent fails to attend as aforesaid then in his absence, open and examine the postal article."

Shri Biren Roy: That is what I want to enforce.

Shri Raj Bahadur: It is not the fault of the Post Office or the fault of the Ministry of Transport and Communications if anybody in this wide world is ignorant of this law, as ignorance of law is no excuse for any purpose. So, I would most humbly point out that both in the main enactment, as also in the rules, as I have already explained, there are sufficient safeguards. I cannot traverse the same ground again.

If a running sorter or a mail sorter or clerk in a post office has a reasonable suspicion that a particular article contains some unauthorised literature or unauthorised or prohibited article, he has power under the rules only to put it in a packet and send it to the Post-Master General, and the Post-Master General in each case will exercise his discretion judiciously. In case he thinks a letter contains unauthorised literature, he will record his views. He has to state the reasons why he has done so. With that safeguard, I think it will be putting a premium on the perpetration of crime on the security of the country in case we allow such literature to be transmitted by the post offices.

I will be brief. Regarding abetment, it is not my intention at all to enter into the arena of forensic battle with my hon. friends Shri Easwara Iyer and Shri V. P. Nayar. He has himself been good enough to tell us what an abetment means. I will only say that the phraseology of the third part of section 107 is clear.

Mr. Deputy-Speaker: Whether it is abetment or not, it will not be material here.

Shri Raj Bahadur: I want to support my clerk so that nobody can go and grease his palm and make him a party to that.

I will not allow him to fall a victim and fall a prey to that. I will not allow that postal official to take cover under the subterfuge: "Of course, Sir, we can do nothing. We will have to transmit it." I will not leave ground for anybody to be corrupt or to be corrupted. That is the whole point. If any postal clerk, knowing as he does that it is unauthorised literature regarding an unauthorised lottery, play the role of an accomplice in transmitting it to the addressee, it is abetment and nothing else. He intentionally aids. But, as I said, it is not my intention to enter in a forensic battle with my hon. friend. I concede to him so far as better knowledge of law is concerned. I have been in the Bar for sixteen years but for the last seven years or so I have been away. Maybe, my wit is not as sharp as his today. But I do not want to enter in a battle with him on this point.

The point is: What is the intention of the measure? The intention of the measure is that the Post Office shall be prevented from being used for the perpetration of an evil. If you think that it is an infringement of a personal right, I most humbly would submit that I will not fall in line with that argument. I will not fall in with that kind of thought because it is obvious that a large number of people are being defrauded. But, I could say that in the name of these lotteries a very great evil is rampant. People are being squeezed of their money.

Shri V. P. Nayar: Why not punish them?

Shri Raj Bahadur: The human frailty . . .

Mr. Deputy-Speaker: The hon. Minister would provoke less interruptions if he addresses the Chair. He should at least appear to give an impression that he is addressing the Chair and not any individual.

Shri Raj Bahadur: So, I would only submit—I will not take the time of the House because I think that this Bill should be passed today—that this Bill is intended for a purpose which is more urgent and necessary. So far as infringement of personal right is concerned, I may just quote from a newspaper—it is one of the editorial's remarks—because the point of fundamental rights was raised in the other House.

> "No fundamental rights are involved in the measure because postal authorities all over the world are recognised to have the power to destroy materials which are contrary to law. There was, for example, the scandal mongering journal, *The Confidential*, in the United States which has not been given postal facilities if it is sent through post, the U.S. authorities have the power to destroy it. The measure that Government have introduced is long overdue and will be an effective check of this transmission of promotional literature about unauthorised lotteries . . ."

Shri V. P. Nayar: What is the name of the 'paper'?

Shri Raj Bahadur: It is *Hitavada*. It is not a Congress paper.

I would only say, Sir, that we have not yet thought of punishing such organs which are just carrying these crossword puzzles, lotteries and all that, to which my hon friend, Shri Sharma, very rightly adverted.

Regarding Shri Sharma's point as to how it is desirable by the State to discriminate between the State authorised lotteries and the private lotteries, I will say that this matter has to be considered by the Ministry of Home Affairs. In principle he might be right. I will not enter into an argument with him on that, but sometimes these State lotteries are put to good use. No doubt, the common human weakness is taken advantage of. Nobody can doubt that, but we know

big hospitals have come up by running such authorised State lotteries. Section 61 is the deterrent if as an evil it is punishable by a particular type of punishment under the Indian Penal Code. I think justice may be tampered with mercy, but then in extreme cases of moral derogation it is necessary that a proper punishment is provided in the law.

Then he said that a statement should be placed before the House after one year about the working of this particular measure and also showing as to how far it has been effective and indicating as to what action has been taken by the department concerned in this behalf. I am at one with him. It will be good for us to make a report to the House as to how far this measure has been effective.

With these words, I commend the Motion to the House.

Mr. Deputy-Speaker: The question is:

"That the Bill further to amend the Indian Post Office Act, 1898, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

Mr. Deputy-Speaker: We shall now take up the clauses. There are no amendments. I shall, therefore, put all the clauses together. The question is:

"That clauses 1 to 4, the enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 1 to 4, the Enacting Formula and the Title were added to the Bill.

Shri Raj Bahadur: Sir, I beg to move:

"That the Bill be passed."

Mr. Deputy-Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

BUSINESS ADVISORY COMMITTEE

TWENTIETH REPORT

Pandit Thakur Das Bhargava (Hissar): Sir, I beg to present the Twentieth Report of the Business Advisory Committee.

17-07 hrs.

The Lok Sabha then adjourned till eleven of the clock on Tuesday, the 11th March, 1958.

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1070.	Office Building in Bombay	4071-72
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1124.	National Small Industries Corporation	4100-01
1125.	Government Advertisement	4101
1126.	Manufacture of Clocks and Watches	4101-02
PAPERS LAID ON THE TABLE		4102
BILL INTRODUCED		4102-03
DEMANDS FOR GRANTS—RAILWAYS		4103—54

The following papers were laid on the Table:—

(1) A copy of Notification No. G.S.R. 16, dated the 15th February, 1958, under sub-section (2) of Section 20A of the Press and Registration of Books Act, 1867, making certain further amendments to the Registration of Newspapers (Central) Rules, 1956.

(2) A copy of Notification No. G.S.R. 48, dated the 22nd February, 1958, under sub-section (3) of Section 642 of the Companies Act, 1956, making certain amendments to the Companies (Central Government's) General Rules and Forms, 1956.

Appropriation (Vote on Account) Bill, 1958.

Further discussion on Demands Nos. 2 to 18 and 20 in respect of Railways concluded. The Demands were voted in full.

Subject	Columns
BILLS PASSED	4154—4218

(1) The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur) moved for the consideration of the Control of Shipping (Continuance) Bill. After clause-by-clause consideration the Bill was passed.

(2) The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur) moved for the consideration of the Indian Post Offices (Amendment) Bill, as passed by *Rajya Sabha*. After *clause-by-clause* consideration, the Bill was passed.

Subject	Columns
REPORT OF BUSINESS ADVISORY COMMITTEE PRESENTED	4238

Twentieth Report was presented.

AGENDA FOR TUESDAY, 11th MARCH, 1958.

Consideration and Passing of the Appropriation (Vote on Account) *Bill, 1958, and also* General Discussion on the Budget (General), 1958-59.